THE

Naval Chronicle,

FOR 1803:

CONTAINING A

GENERAL AND BIOGRAPHICAL HISTORY

OF

THE ROYAL NAVY

OF THE

United Kingdom;

WITH A VARIETY OF ORIGINAL PAPERS ON NAUTICAL SUBJECTS.

UNDER THE GUIDANCE OF SEVERAL

LITERARY AND PROFESSIONAL MEN.

VOL. IX.

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TO

THE RIGHT HONOURABLE THE

COMMISSIONERS FOR EXECUTING THE OFFICE OF

LORD HIGH ADMIRAL

OF THE

UNITED KINGDOM,

THE NINTH VOLUME OF THE

Naval Chronicle,

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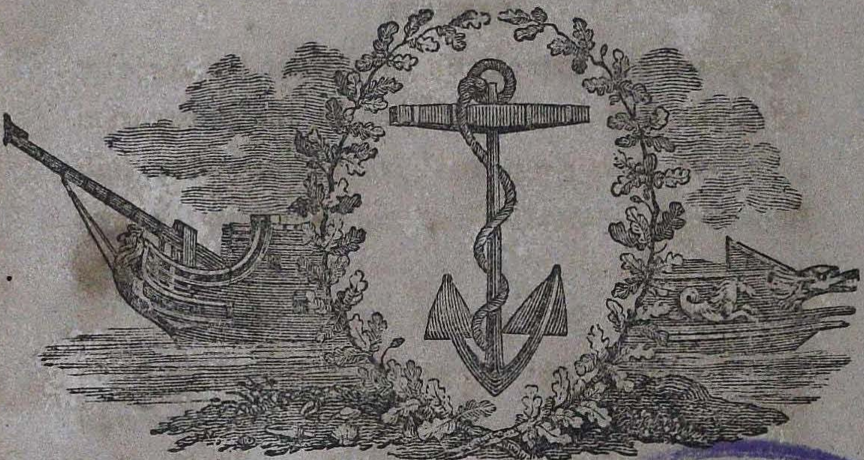

PREFACE

TO THE NINTH VOLUME.

SINCE we last addressed our readers at the conclusion of a Volume of our Work, an event of the greatest importance has occurred in the Political World; namely, the renewal of hostilities with the Republics of France and Holland. The grounds of offence on the part of the enemy, which have produced the revival of war, are so fully stated in his Majesty's Declaration *, that any observations on our part are unnecessary. Yet we may be permitted to say, that Great Britain was never involved in a contest, which so materially concerned her interest, her honour, and her safety as an independent nation. It is not on her part a contest to gratify ambition, or extend her dominions, but to maintain

* See page 407.

her possessions, to protect her rights, and secure her territories from lawless attack. In the prosecution of a war for objects so just and necessary, our Officers and Seamen will not fail to exhibit the same unshaken and loyal attachment to the interests of their country, and the same ardour to combat her enemies, which they have ever shewn; and the pages of this Work shall be attentively devoted to record the successful efforts of their valour, heroism, and spirit.

In presenting the public with Biographical Memoirs of the immortal COOK, the most celebrated navigator of this or any other country, of Sir EDWARD HUGHES, the preserver of India, of Sir EDWARD VERNON, the Conqueror of Porto Bello; of Admiral RODDAM, Lord HOTHAM, and Admiral ELLIOT, we hope not only to have gratified the profession, but to have rendered an acceptable service to all who are interested in the naval glory of their country. We have invariably endeavoured to render this department of our Work faithful, correct, and impartial, being satisfied that truth is the best passport to a favourable reception with our readers; and with this conviction, we shall always attend with thankfulness to any correction of mistakes with which we may be furnished by our Cor-

respondents. If we sometimes fall into errors, we must assure our readers, it is not for want of care, diligence, and attention; but owing to circumstances against which it is impossible for us in all cases to provide.

To our Correspondents we have to express our warmest thanks for their valuable Communications, and to solicit a continuance of their favours. Since the commencement of the war we have been promised the assistance of some eminent Naval Characters, whose contributions would at any time excite interest, but must be particularly estimable when they relate to scenes and occurrences in which they themselves are the principal actors. With the aid of such co-adjutors, and the assistance that may be afforded us from other quarters, we trust that the NAVAL CHRONICLE will continue to be found not only the most interesting and useful Register of Maritime Events that has hitherto appeared; but, at this crisis, when the safety of the kingdom depends in a peculiar manner on her *wooden bulwarks*, a Work acceptable to every class of Readers.

Communications intended for the NAVAL CHRONICLE, are requested to be sent to the Publisher, Mr. GOLD, No. 103, Shoe-Lane, Fleet-Street.

London, 30th June, 1803.

PLATES IN VOLUME IX.

From Original Designs.

A VIGNETTE TITLE, from a Design by Mr. THURSTON, representing BRITANNIA, seated on a Cannon, a *Trident* in her right Hand, pointing to a Fleet under sail in the distance. Engraved by Mr. ARMSTRONG.

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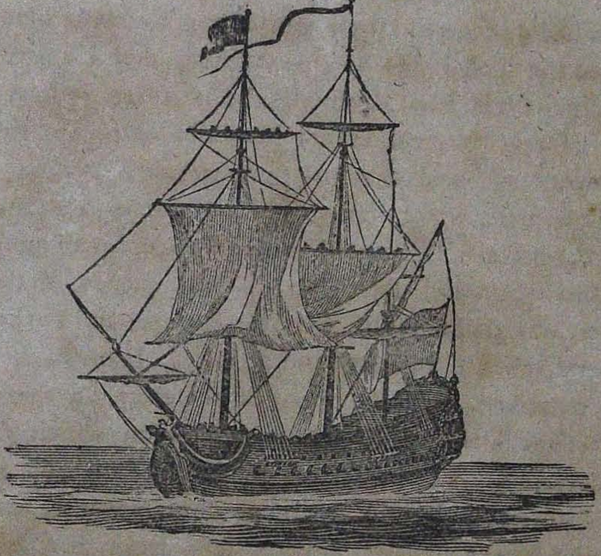
Engraved by Ridley from an Original Painting

CAPTAIN JAMES COOK

Pub. by J. Gold 103, Shoe Lane. Jan. 31. 1803.



BIOGRAPHICAL MEMOIRS OF

THE LATE CAPTAIN JAMES COOK, F. R. S.

Great Cook! immortal wreaths are thine!
While Albion's grateful toil shall raise
The marble tomb, the trophied bust,
For ages faithful to its trust;
While, eager to record thy praise,
She bids the Muse of History twine
The chaplet of undying fame,
And tell each polish'd land thy worth;
The ruder natives of the earth
Shall oft repeat thy honour'd name;
While infants catch the frequent sound,
And learn to lisp the oral tale,
Whose fond remembrance shall prevail
Till Time has reach'd his destin'd bound.

THOUGH distinguished at present beyond all other nations for the extent of her naval power, a variety of causes conspired to make Britain arrive at naval eminence somewhat later than the inferior kingdoms of Spain and Portugal. Our Edwards and Henrys, instead of attending to the proper means of increasing the strength and opulence of their dominions, wasted their forces in fruitless expeditions against France, or in domestic broils, and it was not until

Columbus had discovered a new world, and Vasco de Gama had reached the East Indies by a new route, that a spirit of naval enterprise was excited among the northern nations of Europe. The two great events here alluded to, in their consequences produced the most remarkable effects. A spirit of enterprise, when once roused and put in motion, is always progressive. The wealth which flowed in a copious stream into Spain and Portugal, in consequence of their discoveries, was gradually diffused over Europe, and awakened a general spirit of industry and activity. It must, however, be remarked, that the merit of the early voyages of discovery, was tarnished by the principles on which they were undertaken. The navigators of the fifteenth and sixteenth centuries undertook their perilous voyages, more from immediate views of avarice, than from any noble-minded ambition to increase the stock of human knowledge. Wherever their fortunes led them, they afflicted with the miseries of war the countries which they visited, and whether they sailed to the barbarous regions of the west, or to the more civilized continent of the East, destruction invariably accompanied them. It is a curious historical fact, which must somewhat damp our admiration of the early navigators, that of the vast group of islands which compose the West Indies, and which at the time of their discovery were peopled by millions of human beings, but one island * contains aboriginal natives, and they are few in number, and confined to the barren and least profitable parts of the island. The honour remained for our own times to undertake voyages of discovery, with the enlightened design of promoting human happiness, of enlarging the bounds of science, and to ascertain or to confute philosophic conjecture.

Among the navigators of modern times, the illustrious character of whom we are about to treat, holds the most distinguished place. Captain James Cook was born at a village called Marton, in the North Riding of Yorkshire, on the

* St. Vincents.

27th of October 1728; his parents were persons in indigent circumstances, but noted in their neighbourhood for their honesty, sobriety, and industry. The first rudiments of young Cook's education were received by him at Marton, where he was taught to read by the schoolmistress of the village. When he was eight years of age, his father, in consequence of his good character, was appointed to superintend a farm belonging to Thomas Scottowe, Esq. near Great Ayton, and at that gentleman's expence he was put under the tuition of a schoolmaster, who instructed him in writing, and in a few of the first rules of arithmetic. At this period of his life, he is said to have shown a strong genius for figures, and to have made himself remarkable for the reservedness of his disposition, and the inflexibility of his temper. Of his early acquirements, it is scarcely possible at this distance of time to collect any information that can be relied on: Sylla perceived in Cæsar, when a boy, many Marius's; and few men have arrived at great eminence in life, whose biographers have not had something wonderful to relate of their early studies and attainments.

Before he was thirteen years of age, our navigator was bound an apprentice to one Sanderson, a shopkeeper at Staiths, a considerable fishing town about ten miles north of Whitby. This situation, however, was unsuitable to Cook's disposition, and after a year and a half's servitude, having contracted a strong inclination for a seafaring life, he obtained his discharge from his master, and soon after indentured himself for seven years to Messrs. John and Henry Walker, of Whitby, owners of the ship Freelove, a vessel constantly employed in the coal trade, on board which our navigator spent the greatest part of his apprenticeship. After he was out of his time, he continued to serve in the coal and other branches of trade (though chiefly in the former) in the capacity of a common sailor, till, at length, he was raised to be master of one of Mr. John Walker's ships.

In the spring of the year 1755, when hostilities broke out between England and France, and there was a hot press for seamen, Mr. Cook happened to be in the river Thames with the ship to which he belonged. At first he concealed himself, to avoid being pressed, but considering that it might be impracticable to avoid discovery, he resolved to enter voluntarily into his Majesty's service, and to take his future fortune in the Navy. The author of Captain Cook's life, the late Dr. Kippis, to whom literature is under unbounded obligations, imagines that our navigator was induced to enter into the Navy, from some presage in his mind of his future elevation. This, however, is a question which admits of no solution. If he had such a presentiment it was fully accomplished; and if he had not, his determination, to estimate it by its consequences, was the wisest which he could have formed. Mr. Cook entered on board the Eagle, of 60 guns, at that time commanded by Captain Hamer, and soon after by Captain, afterwards Sir Hugh, Palliser. This judicious Officer soon perceived the merit of our illustrious seaman, and gave him every encouragement that lay in his power.

In the course of some time the friends of Mr. Cook exerted themselves to procure him promotion, to which Captain Palliser lent his most cordial assistance, and on the 10th of May 1759, he obtained a Master's warrant for the Grampus sloop. This appointment, however, did not take place, as the proper Master of the Grampus unexpectedly returned to her, and four days after he was made Master of the Garland; but, upon inquiry, it was found that he could not join her, as that vessel had already sailed. The next day he was appointed to the Mercury, and soon after sailed in her to North America, where she joined the fleet under Sir Charles Saunders, in the memorable expedition against Quebec.

On this occasion it was that his talents were first brought into notice. During the siege, a difficult and dangerous

service was necessary to be performed. This was to take the soundings of the river St. Lawrence, between the Isle of Orleans and the north shore, directly in the front of the French fortified camp at Montmorency and Beauport, in order to enable the Admiral to place ships against the enemy's batteries, and to cover the army on a general attack, which the gallant Wolfe intended to make on the camp. Captain Palliser, in consequence of his acquaintance with Mr. Cook's sagacity and resolution, recommended him to the service; and he performed it in the most complete manner. In this business he was employed during the night time, for several nights together. At length he was discovered by the enemy, who collected a great number of Indians and canoes, in a wood near the water side, which were launched in the night for the purpose of surrounding him and cutting him off. On this occasion he had a very narrow escape. He was obliged to run for it, and pushed on shore on the island of Orleans, near the guard of the English hospital. Some of the Indians entered at the stern of the boat as Mr. Cook leaped out at the bow; and the boat, which was a barge belonging to one of the ships of war, was carried away in triumph. However, he furnished the Admiral with as correct and complete a draught of the channel and soundings as could have been made, after the English were in possession of Quebec.

Mr. Cook was afterwards employed to survey those parts of the river St. Lawrence, below Quebec, which navigators had experienced to be attended with peculiar difficulty and danger; and he executed the business with the same diligence and skill of which he had already afforded so happy a specimen. When he had finished the undertaking, his chart of the river St. Lawrence was published, with soundings, and directions for sailing in that river. Of the accuracy and utility of this chart it is sufficient to say, that it has never since been found necessary to publish any other.

After the reduction of Quebec, Mr. Cook was appointed, on the 22d of September 1759, by a warrant from Lord

Colvill, Master of the Northumberland, in which ship his Lordship staid the following winter, as Commodore, at Halifax. During the leisure which the winter season afforded him, he employed his time in the acquisition of such knowledge as eminently qualified him for his future appointments. It was at Halifax that he first read Euclid, the father of mathematics, and applied himself to the study of astronomy and other branches of science. The assistance which he derived from books was but scanty; but his industry enabled him to supply many defects, and to make a progress far superior to what could have been expected from the advantages he enjoyed.

While Mr. Cook was Master of the Northumberland under Lord Colvill, that ship came to Newfoundland, in September 1762, to assist in the recapture of the island from the French. On the recovery of the island, the English fleet staid some days at Placentia, and Mr. Cook manifested so great a diligence in surveying the harbour, as attracted the notice of the late Lord Graves, then Commander of the Antelope, and Governor of Newfoundland. An acquaintance thus commenced, soon ripened into a closer intimacy, and Admiral Graves continued the steady friend and patron of Mr. Cook during his life.

Early in the year 1763, after the peace with France and Spain was concluded, Mr. Cook was appointed Marine Surveyor of Newfoundland, at the recommendation of Captain Graves, who went out again as Governor. This place he continued to fill, under successive Governors, till the close of the year 1767. How worthy he was of the post which he occupied, is well known to every person acquainted with navigation. The charts which he published of the different surveys he had made, reflected great credit on his abilities and character, and the utility of them was universally acknowledged. It must not be omitted, that while he continued in this office, he had an opportunity of exhibiting to the Royal Society a proof of his progress in the study of astronomy. A short paper was written by him, and inserted

in the fifty-seventh volume of the Philosophical Transactions, entitled "An Observation of an Eclipse of the Sun at the Island of Newfoundland, August 5, 1766, with the Longitude of the Place of Observation deduced from it." This paper obtained our navigator the reputation of being an able mathematician.

We now come to that period of Mr. Cook's life, when he was about to be known to the world as one of the most illustrious navigators, that any age or nation has produced. It having been calculated by astronomers, that a transit of Venus over the sun's disk would happen in 1769, and that the best place for observing it would be in some part of the South Sea, the Royal Society judging this a matter of great consequence in astronomy, addressed a memorial to his Majesty on the subject, entreating that a vessel might be ordered at the expence of Government, for the conveyance of suitable persons to observe the transit. To this memorial a favourable answer was returned, and the Endeavour bark, a vessel of three hundred and seventy tons, was purchased into the service for the voyage. Some difficulties occurred in the appointment of a Commander. Mr. Dalrymple, an eminent member of the Royal Society, had been fixed upon by that learned body, to take the direction of the expedition, but he made it a condition of his going, that he should have a *brevet commission* as Captain of the vessel, in the same manner as such a commission had been granted to Dr. Halley in his voyage of discovery. To this demand Sir Edward Hawke, who was then at the head of the Admiralty, absolutely refused to accede, and as Mr. Dalrymple was equally inflexible, no method remained but that of finding out another person equally capable of the service. While the business was in this state, Mr. Stephens, the Secretary to the Admiralty, mentioned Mr. Cook as a person whom he judged to be fully qualified for the direction of the voyage, and at the same time recommended it to the Board to take the opinion of Sir Hugh Palliser, who had lately been Governor of Newfoundland, and was intimately acquainted

with Cook's character. Sir Hugh rejoiced in the opportunity of serving his friend. He strengthened Mr. Stephens's recommendation to the utmost of his power; and added many things in Mr. Cook's favour, arising from the particular knowledge which he had of his abilities and merit. Accordingly, Mr. Cook was appointed to the command of the expedition by the Lords of the Admiralty; and on this occasion he was promoted to the rank of a Lieutenant in the Royal Navy, his commission bearing date on the 25th of May 1768.

The voyages of Captain Cook must be so familiar to the generality of our readers, that a very slight account of them may suffice, and indeed it would be inconsistent with the nature of this work to enter into a detail which must exceed all moderate limits.

Two days after our navigator received his Lieutenant's commission, he took charge of the Endeavour, and on the 30th of July sailed down the river. Mr. Green, a gentleman who had long been assistant to Dr. Bradley, at the Royal Observatory at Greenwich, was united with Lieutenant Cook in conducting the astronomical part of the voyage, and he was also accompanied by the present excellent President of the Royal Society *, and Dr. Solander, a Swedish gentleman, who had made much proficiency in every branch of Natural History, under the instructions of the celebrated Linnæus.

On the 26th of August, our navigators sailed from Plymouth Sound; and on the 13th of November arrived at Rio de Janeiro. Here our Lieutenant was engaged in some disagreeable disputes with the Viceroy, a man little attached to science, and who could not be made to comprehend the objects of the voyage. Mr. Cook behaved, during the whole of the contest, with equal spirit and discretion. After quitting Rio de Janeiro, the Endeavour touched at Port Maurice in the Straits Le Maire, and, on the 13th of

* The Right Hon. Sir Joseph Banks, K. B.

April 1769, anchored in *Matavai* Bay in the island of Otaheite. On the 3d of June, the transit of the planet Venus over the Sun's disk, was observed with great advantage. A particular account of this great astronomical event, the providing for the accurate observation of which reflects so much honour on his Majesty's munificent patronage of science, may be seen in the sixty-first volume of the Philosophical Transactions.

Lieutenant Cook remained at Otaheite until the 13th of July, after which he went in search of several islands which he discovered. He then proceeded to the inhospitable coasts of New Zealand, and on the 10th of October 1770, arrived at Batavia, with a vessel almost worn out, and a crew much fatigued and very sickly. The repairs of the ship obliged him to continue at this unhealthy place until the 27th of December, in which time he lost many of his seamen and passengers, and more on the passage to the Cape of Good Hope, which place he reached on the 15th of March 1771. From the Cape our navigator sailed to St. Helena, where he arrived on the 1st of May, and staid till the 4th, to refresh. On the 12th of June he came to anchor in the Downs, after having been absent almost three years, and in that time had experienced every danger to which a voyage of such length is incident, displaying on all occasions a mind that was equal to every perilous enterprise, and to the boldest and most successful efforts of navigation and discovery.

The manner in which Lieutenant Cook had performed his circumnavigation of the globe, justly entitled him to the protection of Government, and the favour of his Sovereign. Accordingly, he was promoted to be a Commander in his Majesty's Navy, by commission bearing date the 29th of August 1771. Mr. Cook, on this occasion, from a certain consciousness of his own merit, wished to have been appointed a Post Captain, but the Earl of Sandwich, then First Lord of the Admiralty, though he had the highest regard for

our navigator, could not concede to his request, because a compliance with it would have been inconsistent with the order of the naval service. The President and Council of the Royal Society were highly satisfied with the manner in which the transit of Venus had been observed; and Captain Cook communicated to that learned body, "An Account of the flowing of the Tides in the South Sea, as observed on board his Majesty's bark, the Endeavour."

Soon after Captain Cook's return to England, it was resolved to equip two ships to complete the discovery of the southern hemisphere. It had long been a prevailing idea, that the unexplored part contained another continent, and many plausible philosophical arguments had been urged in its support. To ascertain this point was the important object of Captain Cook's second voyage. That nothing might be omitted which could tend to facilitate the enterprise, two ships were provided, equipped with uncommon care, and furnished with every necessary that could contribute to the safety, health, and comfort of the navigators. The first of these ships, commanded by Capt. Cook, was called the Resolution, a vessel of four hundred and sixty-two tons burthen; the other, the Adventure, of three hundred and thirty-six tons burthen, was commanded by Capt. Tobias Furneaux. Both of them sailed from Deptford on the 9th of April 1772, and arrived at the Cape of Good Hope on the 30th of October. They departed from thence on the 22d of November, and from that time until the 17th of January 1773, continued endeavouring to discover the continent, when they were obliged to relinquish the design, observing the whole sea covered with ice, from the direction of S. E. round by the south to west. Captain Cook at this time was in the latitude of 67. 15. S. They then proceeded to the South Seas, and made many other discoveries, and returned to the Cape of Good Hope on the 22d of March 1775, and from thence to England on the 30th of July, having, during three years and eighteen days (in which time the voyage was performed)

lost but one man * by sickness in Captain Cook's ship, although he had navigated in all climates from fifty-two degrees north, to seventy-one degrees south, with a company of one hundred and eighteen men.

On the 9th of August, our navigator was raised to the rank of Post Captain, as a reward for the able manner in which he had conducted the preceding voyage; and three days afterwards he received a more distinguished and substantial mark of the approbation of Government, in being appointed a Captain in Greenwich Hospital, a situation which was intended to afford him a pleasing and honourable retirement from his illustrious labours and services.

The additions which Captain Cook had made to the knowledge of geography, navigation, and astronomy, and the new views he had opened of the diversified state of human life and manners, could not fail of exciting the admiration of the learned, and commanding their esteem. On the 29th of February 1776, he was unanimously chosen a Fellow of the Royal Society, to which he was admitted on the 7th of March. The same evening a paper was read, which he had addressed to Sir John Pringle, the President, containing an account of the method he had taken to preserve the health of the crew of his Majesty's ship the Resolution, during her voyage round the world. For this paper, as the best experimental one of the year, it was resolved by Sir John Pringle, and the Council of the Society, to bestow upon him Sir Godfrey Copley's gold medal. "If," says his biographer, Dr. Kippis, whose narrative we have closely followed, "Captain Cook had made no important discoveries, if he had not determined the question concerning a southern continent, his name would have been entitled to immortality, on account of his humane attention to, and his unparalleled success in preserving, the lives and health of his

* Mr. Patten, Surgeon to the Resolution, informed Sir John Pringle, that this one man, who died of a consumption terminating in a dropsy, began so early to complain of a cough and other consumptive symptoms, which had never left him, that his lungs must have been affected before he came aboard.

seamen. He had good reason, upon this head, to assume the pleasurable, but modest language, with which he has concluded his narrative of his second navigation round the globe." "Whatever," says he, "may be the public judgment about other matters, it is with real satisfaction, and without claiming any merit but that of attention to my duty, that I can conclude this account with an observation, which facts enable me to make, that our having discovered the possibility of preserving health among a numerous ship's company, for such a length of time, in such varieties of climate, and amidst such continued hardships and fatigues, will make this voyage remarkable, in the opinion of every benevolent person, when the disputes about the southern continent shall have ceased to engage the attention, and to divide the judgment, of philosophers."

One circumstance alone was wanting to complete the pleasure and celebrity arising from the assignment of Sir Godfrey Copley's medal. Captain Cook was not himself present to hear the discourse of the President, and to receive the honour conferred upon him, having sailed on his last expedition some months before. The conclusion of Sir John Pringle's eloquent and forcible address, ought not to be omitted here. "If," said he, "Rome decreed the *civic crown* to him who saved the life of a single citizen, what wreaths are due to that man, who, having himself saved many, perpetuates in your Transactions the means by which Britain may now, on the most distant voyages, preserve numbers of her intrepid sons, her *mariners*; who, braving every danger, have so liberally contributed to the fame, to the opulence, and to the maritime empire, of their country *."

* It cannot but be acceptable to insert here, from the conclusion of Captain Cook's second voyage, his enumeration of the several causes, to which, under the care of Providence, the uncommon good state of health experienced by his people, was owing. "In the Introduction," says he, "mention has been made of the extraordinary attention paid by the Admiralty, in causing such articles to be put on board, as either from experience or suggestion it was judged would tend to preserve the health of the seamen. I shall not trespass upon the

The want of success which attended Captain Cook's attempt to discover a southern continent, did not prevent another plan being resolved on, which had been recommended

reader's time in mentioning them all, but confine myself to such as were found the most useful.

" We were furnished with a quantity of malt, of which was made *sweet wort*. To such of the men as shewed the least symptoms of the scurvy; and also to such as were thought to be threatened with that disorder, this was given, from one to two or three pints a day each man; or such proportion as the Surgeon found necessary, which sometimes amounted to three quarts. This is, without doubt, one of the best antiscorbutic sea medicines yet discovered; and, if used in time, will, with proper attention to other things, I am persuaded, prevent the scurvy from making any great progress for a considerable while. But I am not altogether of opinion that it will cure it at sea.

" *Sour krout*, of which we had a large quantity, is not only a wholesome vegetable food, but, in my judgment, highly antiscorbutic; and it spoils not by keeping. A pound of this was served to each man, when at sea, twice a week, or oftener, as was thought necessary.

" *Portable broth* was another great article, of which we had a large supply. An ounce of this to each man, or such other proportion as circumstances pointed out, was boiled in their pease three days a week; and when we were in places where vegetables were to be got, it was boiled with them, and wheat or oatmeal every morning for breakfast, and also with pease and vegetables for dinner. It enabled us to make several nourishing and wholesome messes, and was the means of making the people eat a larger quantity of vegetables than they would otherwise have done.

Rob of lemon and orange is an antiscorbutic we were not without. The Surgeon made use of it in many cases, with great success.

Amongst the articles of victualling, we were supplied with *sugar* in the room of *oil*, and with *wheat* for a part of our *oatmeal*; and were certainly gainers by the exchange. Sugar, I apprehend, is a very good antiscorbutic: whereas oil (such as the Navy is usually supplied with), I am of opinion has the contrary effect.

But the introduction of the most salutary articles, either as provisions or medicines, will generally prove unsuccessful, unless supported by certain regulations. On this principle, many years experience, together with some hints I had from Sir Hugh Palliser, Captains Campbell, Wallis, and other intelligent Officers, enabled me to lay a plan whereby all was to be governed.

" The crew were at three watches, except upon some extraordinary occasions. By this means they were not so much exposed to the weather as if they had been at watch and watch; and had generally dry clothes to shift themselves, when they happened to get wet. Care was also taken to expose them as little to wet weather as possible.

" Proper methods were used to keep their persons, hammocks, bedding, clothes, &c. constantly clean and dry. Equal care was taken to keep the ship clean and dry betwixt decks. Once or twice a week she was aired with fires, and when this could not be done, she was smoaked with gunpowder mixed with vinegar or water. I had also, frequently, a fire made in an iron pot, at the bottom of the well, which was of great use in purifying the air in the

some time before. A grand question remained to be determined, and that was the practicability of a northern passage to the Pacific Ocean. The dangers which our navigator had twice braved and escaped from, would have exempted him from being solicited a third time to venture his person in unknown countries, amongst desert islands, inhospitable coasts, and in the midst of savages; but, on his opinion being asked concerning the person who would be most proper to execute this design, he was so fired with the magnificence of the project, and the consequences of it to navigation and science, that he once more consented to relinquish the quiet comfort of domestic life, to engage in scenes of turbulence and confusion, of difficulty and danger. His intrepid spirit and inquisitive mind induced him again to offer his services, and they were accepted without hesitation. He received his appointment to command the expedition on the 10th of February 1776, and sailed from Plymouth Sound on the 12th of July following.

lower part of the ship. To this, and to cleanliness, as well in the ship as amongst the people, too great attention cannot be paid; the least neglect occasions a putrid and disagreeable smell below, which nothing but fires will remove.

"Proper attention was paid to the ship's coppers, so that they were kept constantly clean.

"The fat which boiled out of the salt meat and pork, I never suffered to be given to the people, being of opinion that it promotes the scurvy.

"I was careful to take in water wherever it was to be got, even though we had not want of it. Because I look upon fresh water from the shore, to be more wholesome than that which has been kept some time on board a ship. Of this essential article we were never at an allowance, but had always plenty for every necessary purpose. Navigators in general cannot indeed expect, nor would they wish to meet with such advantages in this respect, as fell to my lot. The nature of our voyage carried us into very high latitudes. But the hardships and dangers inseparable from that situation, were in some degree compensated by the singular felicity we enjoyed, of extracting inexhaustible supplies of fresh water from an ocean strewed with ice.

"We came to few places, where either the art of man or the bounty of nature, had not provided some sort of refreshment or other, either in the animal or vegetable way. It was my first care to procure whatever of any kind could be met with, by every means in my power, and to oblige our people to make use thereof, both by example and authority; but the benefits arising from refreshments of any kind soon became so obvious, that I had little occasion to recommend the one, or to exert the other."

The events of Captain Cook's last voyage must be so strong in the recollection of most of our readers, that we have only to add, he completely fulfilled the end of the expedition, by demonstrating the impracticability of a northern passage from the Pacific into the Atlantic Ocean, the second great object of geographical inquiry which his labours had solved. While his friends were waiting with the most earnest solicitude for tidings concerning him, and the whole nation expressed an anxious impatience to be informed of his success, advice was received from Captain Clerk, in a letter dated at Kamtschatka, the 8th of June 1779, that our illustrious navigator had lost his life in an affray with the natives of Ouwhyee, on the 14th of February preceding. The particulars of that melancholy event we shall give in the words of Mr. David Samwell, Surgeon of the Discovery, which narrative seems very carefully drawn up, and has, we believe, never been impeached or contradicted.

Some of the Indians of Ouwhyee in the night took away the Discovery's large cutter, which lay swamped at the buoy of one of her anchors; they had carried her off so quietly, that we did not miss her till the morning, Sunday, February the 14th. Captain Clerk lost no time in waiting upon Captain Cook, to acquaint him with the accident; he returned on board, with orders for the launch and small cutter to go, under the command of the Second Lieutenant, and lie off the east point of the bay, in order to intercept all canoes that might attempt to get out; and, if he found it necessary, to fire upon them. At the same time, the Third Lieutenant of the Resolution, with the launch and small cutter, was sent on the same service to the opposite point of the bay; and the Master was dispatched in the large cutter, in pursuit of a double canoe, already under sail, making the best of her way out of the harbour. He soon came up with her, and by firing a few muskets, drove her on shore, and the Indians left her: this happened to be the canoe of Omea, a man who bore the title of Orono. He was on board himself, and it would have been fortunate if our people had secured him, for his person was held as sacred as that of the King. During this time Captain Cook was preparing to go ashore himself at the town of Kavaroah, in order to secure the person of Kariopoo, before he should have time to withdraw himself to another part of the island, out of our reach. This appeared the most effectual step that could be taken on the present

occasion for the recovery of the boat. It was the measure he had invariably pursued in similar cases, at other islands in these seas, and it had always been attended with the desired success; in fact, it would be difficult to point out any other mode of proceeding on these emergencies, likely to attain the object in view. We had reason to suppose, that the king and his attendants had fled when the alarm was first given; in that case, it was Captain Cook's intention to secure the large canoes which were hauled up on the beach. He left the ship about seven o'clock, attended by the Lieutenant of Marines, a serjeant, corporal, and seven private men; the pinnace's crew were also armed, and under the command of Mr. Roberts. As they rowed towards the shore, Captain Cook ordered the launch to leave her station at the west point of the bay, in order to assist his own boat. This is a circumstance worthy of notice, for it clearly shows, that he was not unapprehensive of meeting with resistance from the natives, or unmindful of the necessary preparation for the safety of himself and his people. I will venture to say, that, from the appearance of things just at that time, there was not one, beside himself, who judged that such precaution was absolutely requisite; so little did his conduct on the occasion, bear the marks of rashness, or a precipitate self-confidence! He landed, with the marines, at the upper end of the town of Kavaroah; the Indians immediately flocked round, as usual, and showed him the customary marks of respect, by prostrating themselves before him. There were no signs of hostilities, nor much alarm among them. Captain Cook, however, did not seem willing to trust to appearances; but was particularly attentive to the disposition of the marines, and to have them kept clear of the crowd. He first inquired for the king's sons, two youths who were much attached to him, and generally his companions on board. Messengers being sent for them, they soon came to him, and informed him, that their father was asleep, at a house not far from them; he accompanied them thither, and took the marines along with him. As he passed along, the natives every where prostrated themselves before him, and seemed to have lost no part of that respect they had always shown to his person. He was joined by several chiefs, among whom were Kanynah, and his brother Koohowrooah. They kept the crowd in order, according to their usual custom; and, being ignorant of his intention in coming on shore, frequently asked him, if he wanted any hogs, or other provisions; he told them that he did not, and that his business was to see the king. When he arrived at the house, he ordered some of the Indians to go in, and inform Kariopoo, that he waited without to speak with him. They came out two or three times, and instead of returning any answer from the king, presented some pieces of red

cloth to him, which made Captain Cook suspect that he was not in the house; he therefore desired the lieutenant of marines to go in. The lieutenant found the old man just awaked from sleep, and seemingly alarmed at the message; but he came out without hesitation. Thus far matters appeared in a favourable train, and the natives did not seem much alarmed or apprehensive of hostility on our side; at which Captain Cook expressed himself a little surprised, saying, that as the inhabitants of that town appeared innocent of stealing the cutter, he should not molest them, but that he must get the king on board. Kariopoo sat down before his door, and was surrounded by a great crowd: Kanynah and his brother were both very active in keeping order among them. In a little time, however, the Indians were observed arming themselves with long spears, clubs, and daggers, and putting on thick mats, which they use as armour. This hostile appearance increased, and became more alarming, on the arrival of two men in a canoe from the opposite side of the bay, with the news of a chief, called Kareemoo, having been killed by one of the Discovery's boats. In their passage across, they had also delivered this account to each of the ships. Upon that information, the women, who were sitting upon the beach at their breakfasts, and conversing familiarly with our people in the boats, retired, and a confused murmur spread through the crowd. An old priest came to Captain Cook, with a cocoa nut in his hand, which he held out to him as a present, at the same time singing very loud. He was often desired to be silent, but in vain: he continued importunate and troublesome, and as there was no such thing as getting rid of him or his noise, it seemed as if he meant to divert their attention from his countrymen, who were growing more tumultuous, and arming themselves in every quarter. Captain Cook, being at this time surrounded by a great crowd, thought his situation rather hazardous: he therefore ordered the lieutenant of marines to march his small party to the water side, where the boats lay within a few yards of the shore: the Indians readily made a line for them to pass, and did not offer to interrupt them. The distance they had to go might be about fifty or sixty yards; Captain Cook followed, having hold of Kariopoo's hand, who accompanied him very willingly: he was attended by his wife, two sons, and several chiefs. The troublesome old priest followed, making the same savage noise. Keowa, the younger son, went directly into the pinnace, expecting his father to follow; but just as he arrived at the water side, his wife threw her arms about his neck, and, with the assistance of two chiefs, forced him to sit down by the side of a double canoe. Captain Cook expostulated with them, but to no purpose: they would not suffer the King to proceed, telling him,

that he would be put to death, if he went on board the ship. Kariopoo, whose conduct seemed entirely resigned to the will of others, hung down his head, and appeared much distressed.

While the King was in this situation, a chief well known to us, of the name of Coho, was observed lurking near, with an iron dagger, partly concealed under his cloak, seemingly, with the intention of stabbing Captain Cook, or the lieutenant of marines. The latter proposed to fire at him, but Captain Cook would not permit it. Coho closing upon them, obliged the officer to strike him with his piece, which made him retire. Another Indian laid hold of the serjeant's musket, and endeavoured to wrench it from him; but was prevented by the lieutenant's making a blow at him. Captain Cook, seeing the tumult increase, and the Indians growing more daring and resolute, observed, that if they were to take the King off by force, he could not do it without sacrificing the lives of many of his people. He then paused a little, and was on the point of giving his orders to re-imbark, when a man threw a stone at him, which he returned with a discharge of small shot (with which one barrel of his double piece was loaded). The man having a thick mat before him, received little or no hurt: he brandished his spear, and threatened to dart it at Captain Cook, who being still unwilling to take away his life, instead of firing with ball, knocked him down with his musket. He expostulated strongly with the most forward of the crowd, upon their turbulent behaviour. He had given up all thoughts of getting the King on board, as it appeared impracticable; and his care was then only to act on the defensive, and to secure a safe embarkation for his small party, which was closely pressed by a body of several thousand people. Keowa, the King's son, who was in the pinnace, being alarmed on hearing the first firing, was, at his own entreaty, put on shore again; for even at that time, Mr. Roberts, who commanded her, did not apprehend that Captain Cook's person was in any danger: otherwise he would have detained the prince, which, no doubt, would have been a great check on the Indians. One man was observed, behind a double canoe, in the action of darting his spear at Captain Cook, who was forced to fire at him in his own defence, but happened to kill another close to him, equally forward in the tumult: the serjeant observing that he had missed the man he aimed at, received orders to fire at him, which he did, and killed him. By this time, the impetuosity of the Indians was somewhat repressed; they fell back in a body, and seemed staggered, but being pushed on by those behind, they returned to the charge, and poured a volley of stones among the marines, who, without waiting for orders, returned it with a general discharge of musketry, which was instantly followed by a fire from the boats. At this Captain Cook was heard to express his astonishment;

he waved his hand to the boats, called to them to cease firing, and to come nearer in to receive the marines. Mr. Roberts immediately brought the pinnace as close to the shore as he could, without grounding, notwithstanding the showers of stones that fell among the people; but Mr. John Williamson *, the Lieutenant who commanded in the launch, instead of pulling in, to the assistance of Captain Cook, withdrew his boat farther off, at the moment that every thing seems to have depended upon the timely exertions of those in the boats. By his own account, he mistook the signal; but be that as it may, this circumstance appears to me, to have decided the fatal turn of the affair, and to have removed every chance which remained with Capt. Cook of escaping with his life. The business of saving the marines out of the water, in consequence of that, fell altogether upon the pinnace; which thereby became so much crowded, that the crew were, in a great measure, prevented from using their fire arms, or giving what assistance they otherwise might have done, to Captain Cook; so that he seems, at the most critical point of time, to have wanted the assistance of both boats, owing to the removal of the launch. For, notwithstanding they kept up a fire on the crowd, from the situation to which they removed that boat, the fatal confusion which ensued on her being withdrawn, to say the least of it, must have prevented the full effect, that the prompt co-operation of the two boats, according to Captain Cook's orders, must have had, towards the preservation of himself and his people. At that time, it was to the boats alone, that Captain Cook had to look for his safety; for, when the marines had fired, the Indians rushed among them, and forced them into the water, where four of them were killed; their Lieutenant was wounded, but fortunately escaped, and was taken up by the pinnace. Captain Cook was then the only one remaining on the rock: he was observed making for the pinnace, holding his left hand against the back of his head, to guard it from the stones, and carrying his musket under the other arm. An Indian was seen following him, but with caution and timidity; for he stopped once or twice, as if undetermined to proceed. At last he advanced upon him unawares, and with a large club, or common stake, gave him a blow on the back of the head, and then precipitately retreated. The stroke seemed to have stunned Captain Cook: he staggered a few paces, then fell on his hand and one knee, and dropped his musket. As he was rising, and before he could recover his feet, another Indian stabbed him in the back of the neck with an iron dagger. He then fell into a bite of water about knee deep, where others crowded upon him,

* This Officer commanded the Agincourt in the action of the 11th of October 1797, and is since dead.

and endeavoured to keep him down; but struggling very strongly with them, he got his head up, and casting his look towards the pinnace, seemed to solicit assistance. Though the boat was not above five or six yards distant from him, yet, from the crowded and confused state of the crew, it seems it was not in their power to save him. The Indians got him under again, but in deeper water; he was, however, able to get his head up once more, and being almost spent in the struggle, he naturally turned to the rock, and was endeavouring to support himself by it, when a savage gave him a blow with a club, and he was seen alive no more. They hauled him up lifeless to the rocks, where they seemed to take a savage pleasure in using every barbarity to his dead body, snatching the daggers out of each other's hands, to have the horrid satisfaction of piercing the fallen victim of their barbarous rage.

Thus fell, by the hands of savages, on whom he had conferred the most substantial benefits, this illustrious navigator. When the boats left the shore, the Indians carried away the dead body of Captain Cook, and those of the marines, and, according to their barbarous rites, divided them among the chiefs who had been instrumental in the massacre. In consequence of this, the whole remains of Captain Cook could not be recovered; and though negociations and threatenings were alternately employed for that purpose, little more than the principal part of his bones (and that with great difficulty) could be procured. These were committed to the Deep with the usual military honours, and the tears and sincere regret of the crews of both ships.

The following character of him, by one who knew him intimately, and was perfectly qualified to appreciate his great talents, by Capt. King, the companion of his voyage, and favoured friend, cannot with propriety be omitted here:—"The constitution of his body," says he, "was robust, inured to labour, and capable of undergoing the severest hardships. His stomach bore, without difficulty, the coarsest and most ungrateful food; great was the indifference with which he submitted to every kind of self-denial. The qualities of his mind were of the same hardy vigorous kind with those of his body. His understanding was strong and perspicacious,

His judgment in whatever related to the services he was engaged in, quick and sure. His designs were bold and manly; and both in the conception, and in the mode of execution, bore evident marks of a great original genius. His courage was cool and determined, and accompanied with an admirable presence of mind in the moment of danger. His temper might perhaps have been justly blamed, as subject to hastiness and passion, had not these been disarmed by a disposition the most benevolent and humane.

"Such were the outlines of Captain Cook's character; but its most distinguishing feature was, that unremitting perseverance in the pursuit of his object, which was not only superior to the opposition of dangers, and the pressure of hardships, but even exempt from the want of ordinary relaxation. During the long and tedious voyages in which he was engaged, his eagerness and activity were never in the least abated. No incidental temptation could detain him for a moment; even those intervals of relaxation, which sometimes unavoidably occurred, and were looked for by us with a longing, that persons who have experienced the fatigues of service will readily excuse, were submitted to by him with a certain impatience, whenever they could not be employed in making a farther provision for the more effectual prosecution of his designs."

At the conclusion of the Introduction to the Voyage to the Pacific Ocean, is an eulogium on Captain Cook, drawn up by that ornament to his profession, the late Lord Mulgrave:—

Captain James Cook possessed (says the noble writer), in an eminent degree, all the qualifications requisite for his profession, and great undertakings, together with the amiable and worthy qualities of the best of men.

Cool and deliberate in judging; sagacious in determining; active in executing; steady and persevering in enterprising from vigilance and unremitting caution; unsubdued by labour, difficulties, and disappointments; fertile in expedients; never wanting presence of mind, always possessing himself, and the full use of a sound understanding.

Mild, just, but exact in discipline; he was a father to his people, who were attached to him from affection, and obedient from confidence.
His knowledge, his experience, his sagacity, rendered him so entirely master of his subject, that the greatest obstacles were surmounted, and the most dangerous navigations became easy, almost safe, under his directions.

By his benevolent and unabating attention to the welfare of his ship's company, he discovered and introduced a system for the preservation of the health of seamen in long voyages, which has proved wonderfully efficacious.

The death of this eminent and valuable man was a loss to mankind in general, and particularly to be deplored by every nation that respects useful accomplishments, that honours science, and loves the benevolent and amiable affections of the heart. It is still more to be deplored by this country, which may justly boast of having produced a man hitherto unequalled for nautical talents; and that sorrow is farther aggravated by the reflection, that his country was deprived of the ornament by the enmity of a people, from whom, indeed, it might have been dreaded, but from whom it was not deserved. For, actuated always by the most attentive care and tender compassion for the savages in general, this excellent man was ever assiduously endeavouring, by kind treatment, to dissipate their fears, and court their friendship; overlooking their thefts and treacheries, and frequently interposing, at the hazard of his life, to protect them from the sudden resentment of his own injured people.

Traveller! contemplate, admire, revere, and emulate this great master in his profession, whose skill and labours have enlarged natural philosophy; have extended nautical science; and have disclosed the long concealed and admirable arrangements of the Almighty in the formation of this globe, and, at the same time, the arrogance of mortals, in presuming to account, by their speculations, for the laws by which he was pleased to create it. It is now discovered, beyond all doubt, that the same great Being who created the universe by his *fiat*, by the same ordained our earth to keep a just poise, without a corresponding southern continent, and it does so. *He stretches out the north over the empty place, and hangeth the earth upon nothing.*

If the arduous but exact researches of this extraordinary man have not discovered a new world, they have discovered seas unnavigated and unknown before. They have made us acquainted with islands, people, and productions, of which we had no conception. And if he has not been so fortunate as Americus, to give his name to a continent, his pretensions to such a distinction remain unrivalled, and he will

be revered while there remains a page of his own modest account of his voyages, and as long as mariners and geographers shall be instructed by his new map of the southern hemisphere, to trace the various courses and discoveries he has made.

The intelligence of Captain Cook's untimely death was received in Europe with sentiments of the deepest regret, by the learned of all nations. The Royal Society determined to honour the name and memory of their lamented associate by a particular mark of their respect. Accordingly, it was resolved to do this by a medal, and a voluntary subscription was opened for the purpose. The medal which was struck on the occasion, contained on one side, the head of Captain Cook, in profile, and round it, JAC. COOK, OCEANI INVESTIGATOR ACERRIMUS; and on the exergue, REG. SOC. LOND. SOCIO SUO. On the reverse was a representation of Britannia holding a globe. Round her was inscribed, NIL INTENTATUM NOSTRI LIQUERE; and on the exergue, AUSPICIIS GEORGII III.

Captain Cook was married the latter end of the year 1762, and left several children behind him. On each of these his Majesty settled a pension of twenty-five pounds per annum, and two hundred pounds per annum on his widow. It is a circumstance very remarkable, if it be true, as reported, that Captain Cook was godfather to his wife; and, at the very time she was christened, declared that he had determined on the union, which afterwards took place between them.

Honour, as well as emolument, was graciously conferred by his Majesty upon the descendants of Captain Cook. On the 3d of September 1785, a coat of arms was granted to the family, of which we give a description below *.

* Azure, between the two polar stars Or, a sphere on the plane of the meridian, north pole elevated, circles of latitude for every ten degrees, and of longitude for every fifteen, showing the Pacific Ocean between sixty and two hundred and forty west, bounded on one side by America, on the other by Asia and New Holland, in memory of the discoveries made by him in that ocean, so far beyond all former navigators. His track thereon is marked with red lines. And for crest, on a wreath of the colours, is an arm imbowed, vested in the uniform of a Captain of the Royal Navy. In the hand is the Union Jack, on a staff proper. The arm is encircled by a wreath of palm and laurel.

We shall conclude our account of our great countryman, with some lines to his memory, translated from the French of the celebrated Abbé de Lisle, by Jackson of Exeter, a man equally esteemed for his poetic fancy, and for his uncommon powers of harmony.

Give, give me flowers; with garlands of renown,
Those glorious exile's brows my hands shall crown,
Who nobly sought on distant coasts to find,
Or thither bore those arts that bless mankind;
Thee, Chief, brave Cook, o'er whom, to nature dear,
With Britain, Gallia drops the pitying tear.
To foreign climes and rude, where nought before
Announced our vessels but their cannons' roar,
Far other gifts thy better mind decreed,
The sheep, the heifer, and the stately steed;
The plough, and all thy country's arts; the crimes
Atoning thus of earlier savage times.
With peace each land thy bark was wont to hail,
And tears and blessings fill'd thy parting sail.
Receive a stranger's praise; nor, Britain, thou
Forbid these wreaths to grace thy hero's brow,
Nor scorn the tribute of a foreign song,
For Virtue's sons to every land belong:
And shall the Gallic muse disdain to pay
The meed of worth, when Louis leads the way?
But what avail'd, that twice thou dar'dst to try,
The frost bound sea, and twice the burning sky,
That by winds, waves, and every realm rever'd,
Safe, only safe, thy sacred vessel steer'd;
That war for thee forgot its dire commands?
The world's great friend, ah! bleeds by savage hands.

DESCRIPTION OF PLATE CXV.

THE City of Tangier is situated on the coast of Africa, nearly 18 miles west from Gibraltar, where the Straits are about 14 miles wide, in the 35th degree of north latitude, about three leagues from Cape Spartel It is built on a promontory, gradually descending to the sea, which washes the walls of the town. It was, with Bombay in the East Indies, the marriage portion of Catherine of Portugal, consort to Charles II. While the Portuguese had possession, it was

F. Gibson Esqr. F.R.S. del.

Wells sculp

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TANGIER

defended by armed Burghers only, formed to discipline, and receiving the King's pay, to the number of 1000 foot and 300 horse; The gates of the town towards the land were usually kept locked, and had no other guard than a few centries upon the walls, to give warning of the approach of the Moors. Despising their external enemies, every man at home pursued the business of his family, and upon alarm, repaired to his respective post; this was the state of Tangier when it was delivered into the hands of the English, when it consisted of about 500 houses, one handsome parish church, a convent of Augustine Friars, and nine other chapels, and other places of publick devotion; the number of inhabitants, including women and children, was between 4 and 5000. The castle, which has the absolute command of the place, was begun to be fortified by Sebastian King of Portugal, and finished with a ditch, a bastion, and two demi-lunes, which, with its natural strength, made it perfectly secure on that side. Towards the land, though it overlooked an enemy's country, it was only defended by a narrow ditch, encompassing old walls, with small towers, flanking each other at convenient distances. There was also standing an old fortification, which now bears the name of York-Castle, washed by the sea on two sides, and on the other strengthened with a ditch, that makes it very convenient for magazines and warlike stores, and near unto this was a fair magazine of corn, and other eatable provisions, built in the year 1651. The city had two gates only, one toward the land, and the other toward the sea; there was besides a foraging port from the castle.

The above account is extracted from the memoirs of Sir Hugh Cholmley, Bart. of Whitby, who was remarkable for his gallant twelve months defence of Scarborough Castle, against the Parliaments' Forces, and was compelled by hunger, to surrender on the most honourable terms.

When Tangier came into possession of the English, lines of forts were drawn round it, at about a mile distance, the easternmost of which, near the tomb of St. Augustine, was called Fort Monmouth, the next James, the next Charles, the next Henrietta, and the westernmost Whitby (or Whitbie), from a village built there, and so named by Sir Hugh Cholmley.

A mole of an angular form was begun, and nearly completed by Sir Hugh Cholmley, first Surveyor General, and afterwards Governor, of the Place, when the necessities of Charles II. compelled him to give an order for abandoning it, and withdrawing the garrison; though, when we consider that Gibraltar being then in the possession of the Spaniards, the value of Tangier, as a key to the Straits, was at that time inestimable to this country. Sir Hugh, fully sensible of its

value, and not imagining it would ever be relinquished, expended above 22,000l. of his own money on this work (a large sum at that time), for which he never received any compensation.

It is now under the Moors, a place in a decaying state, and of little consequence, but a British Consul usually resides in it, as when we are at peace with the Moors, large supplies of cattle and corn are sent from thence, and are of great service (especially during the time of a siege) to the garrison of Gibraltar.

SAILING DIRECTIONS FOR TANGIER,

TAKEN FROM THE ENGLISH PILOT, 1737.

TANGIER in latitude 35.40.N. lies at the extremity of a sandy bay; upon the west point stands a castle somewhat high; on higher land stands a small watch-tower; to the eastward stands an old ruinous watch tower, which makes Tangier easy to be known; from Tangier to Ape's Hill, the coast lies nearly E. N. E. and E. by N. which is the right course to sail through the Straits.—At Tangier a S. W. by S. moon makes a full sea.

To anchor in the Bay of Tangier, in clear ground, bring the castle that stands in the N. W. corner of the town, over the north wall of the town, and Cape Malabata N. E. and there is between nine and ten fathoms water at full sea.

CORRESPONDENCE.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I AM well aware that the Editor of a literary Work must, on a revisal and comment on any subject of the ARTS, necessarily have recourse to professional friends for information: he by this means may possibly view the object through that medium that may refract and distort, if they do not assist with impartiality and candour.—It gave me some degree of pain, when I read the criticism on a Work that I little thought would have attracted your notice; but since you have been pleased to insert my reply, in answer to that part in which I have been charged with misrepresentation, am perfectly at ease as to the rest, and make you my acknowledgements for the insertion. You have been

pleased to observe in your *Critique*, that had the accustomary mode been pursued as formerly, "the Patentee in all probability would never have thought on his *improved System* of Ropemaking;" and by that assertion, have endeavoured to account for the motive or cause of my deviation from the old system or method. As you are not quite right in this conjecture, permit me to explain on that head, not by way of apology or exculpation for having varied from this practice; but because I believe an exposition of the real motive or cause, may possibly be conducive to the publick service (on that ground alone I address this to the Naval Chronicle), by throwing some light or information, on the modes now in practice, of manufacturing this important appendage of Naval Architecture.

I will readily admit, that had the accustomary mode continued without any change, I should not have been hardy enough to have come forward with any other; that method which had been in practice for ages, might have been pursued for ages to come; with respect to any interference of mine, I should not have given its properties one single thought, had not a change of system received the sanction and patronage of one of our publick Boards, and its adoption taken place almost generally in the British Navy; under this circumstance I could not resist an impulse of investigation, and however highly this adopted System was patronized and approved, it nevertheless appeared to be in error; nor could the great respect I entertained for superior abilities, or the most ingenious mechanism for carrying it into execution, impress conviction, or prove it an axiom, that the strand of a rope formed by a convolution of threads round a center one, and thereby creating an inequality in their several lengths, be the desideratum of this Art, or any thing like it; because whatever increase of suspending power it might attain, whilst acting in a straight, it must necessarily lose when acting round any thing cylindrical (when a Ship brings up hard, and drags her cable round the windlass or

bitts, or in any inflected direction on many other occasions), the internal parts being by this process shorter than the external; will in that direction, bear such an increased proportion of the strain, as to break and give way first. Strongly impressed with this idea, I was naturally, and as it were by some instinctive impulse, led to think of some other mode. Whether MAN is or is not a Being acted on by some invisible agency, I leave to the adept in metaphysics to determine, abstract philosophy not being an element that I have been accustomed to, and might lead an old seaman *out of soundings*; I can only say, that such was the effect of this adopted change, that I could no more resist an impelling influence to discover some other remedy, than the hungry ox could refuse to approach his master's crib. After much mental labour, and dwelling on a variety of ways and means to accomplish the desired object, I blush to own, that the simple thought of separating the parts into subdivisions by a slight turn, and thereby acquiring a similarity of curvature in the threads or yarns, would answer ALL that the mind had been labouring at for months; the only doubt or perplexity that arose, was, to know experimentally, whether the parts so formed, would blend and incorporate in such manner, as to resist fluids; this doubt is now determined in the affirmative, by that unerring umpire, TIME. Having *confessed* the cause of that *schism* or *heresy*, which has been productive of a change on my part, and which you will perceive arose not from the "general outcry against the badness of cordage," or because "I thought a Patent was absolutely necessary to improve the manufacture of that useful article," but because a system had been introduced into the British Navy, which appeared to possess properties much more dangerous to the mariner, than the inequality of bearings in the old system; the defect complained of, and to be remedied by this innovation. Many practical instances within my knowledge, might be adduced in proof of whether I am right or wrong; one of which appears incontrovertible,

and was addressed to me from the first Naval Authority in this Kingdom; but I cannot think myself at liberty to quote from, or make publick, that communication, and its consequent correspondence, which originated in mistake, unless by his Lordship's express command or permission. This subject would lead to a variety of digressive matter, and beyond the limits prescribed; it was taken up, only to explain or manifest the motive or cause, of a deviation, or change, on my part; and to convey some information, or throw probably some light on the different methods in practice, of manufacturing cordage for nautical uses; in doing which I have trespassed on your time and patience, by running beyond the bounds of a common place address. The subject is of some importance, and must apologize for the deed; ships of every description have at times so much dependence on their ground-tackle, that every innovation should be made of as much notoriety as possible (that it may be either encouraged or condemned), not only by ascertaining the strength on ordinary trials, but by the reports and attestations of those, who have rode out heavy gales, and on other trying occasions. This subject may probably merit your further attention, and in the result, may not prove unserviceable, when conveyed through the medium of your respectable Publication; if any communication on my part may be thought acceptable, will readily contribute my mite, for it is with pleasure I can repeat what I have declared in the conclusion of CURSORY OBSERVATIONS, &c. "If this invention should have the good effect of saving from destruction only a single ship and crew of ANY NATION whatever; it will be a mental gratification beyond any thing I am competent to express;" and if it should have a contrary tendency, may it soon meet a sentence of condemnation, and be used no more!

I am, Sir,
Your most humble Servant,
Limehouse, Jan. 5, 1803. JAMES MITCHELL.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Calcutta, 28th July, 1802.*

ENCLOSED I transmit you a copy of the Epitaph, that is on the stone erected on a very handsome tomb, to the memory of Captain Anthony HUNT, in the burying-ground in this town, which I have no doubt you will receive with much satisfaction, as I perceive you have not yet made any mention of his memory's being thus recorded. It is a just tribute to record it also in your excellent Chronicle; and when Captain Cooke's shall have been erected, which is now in agitation, I shall have much pleasure in furnishing you with the particulars of that also.

I am, Sir, your most obedient Servant,

MATTHEW LOUIS.

Underneath lie the Remains
of
CAPTAIN ANTHONY HUNT,
Late Commander
Of His Britannic Majesty's Ship
La Virginie,
And Post Captain in the Royal Navy:
who departed this Life
At Calcutta, in Bengal,
On the 10th day of August, 1798,
After a short Illness,
In the Twenty-eighth Year of his Age;
And who at this early Age,
Had acquired great Honours
in his Profession,
And the Esteem and Regard
of all who had
The honour of his acquaintance.
By his Death,
The Navy has lost
One of its brightest Ornaments,
and Society,
One of its most valuable Members:
for he lived
greatly beloved and respected,
and died
Universally regretted.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR, *Harwich, Dec. 27, 1802.*

I TAKE the liberty to send you an extract from Dr. Franklin's Maritime Observations, published in the second volume of the Transactions of the American Philosophical Society, which, I believe, has not hitherto appeared from the British press. To this I have subjoined a note or two, which will probably serve to point out the importance of the subject. I am, Sir, your obedient servant,

W. K.

ONE maritime observation more shall finish this letter. I have been a reader of newspapers now near seventy years, and I think few years pass without an account of some vessel being met at sea, with no soul living on board, and so many feet water in her hold, which vessel has nevertheless been saved and brought into port: and when not met with at sea, such forsaken vessels have often come ashore on some coast. The crews who have taken to their boats, and thus abandoned such vessels, are sometimes met with, and taken up at sea by other ships, sometimes reach a coast, and are sometimes never heard of. Those that give an account of quitting their vessels, generally say, that she sprung a leak, that they pumped for some time, that the water continued to rise upon them, and that despairing to save her, they had quitted her lest they should go down with her. It seems by the event that this fear was not always well founded, and I have endeavoured to guess at the reason of the peoples' too hasty discouragement.

When a vessel springs a leak near her bottom, the water enters with all the force given by the weight of the column of water without, which force is in proportion to the difference of level between the water without and that within. It enters therefore with more force at first, and in greater quantity, than it can afterwards, when the water within is higher. The bottom of the vessel too is narrower, so that the same quantity of water coming into that narrow part *, rises faster than when the space for it to flow in, is larger. This helps to terrify. But as the quantity entering is less and less as the surfaces without and within become more nearly equal in height, the pumps that could not keep the water from rising at first, might afterwards be able to prevent its rising higher, and the people might have remained on board in safety, without hazarding themselves in an open boat on the wide ocean.

Besides the greater equality in the height of the two surfaces, there may sometimes be other causes that retard the farther sinking of a leaky vessel. The rising water within may arrive at quantities of

* This is particularly the case with packets, and vessels calculated for swift sailing.

light wooden work, empty chests, and particularly empty water casks, which if fixed so as not to float themselves, may help to sustain her *. Many bodies which compose a ship's cargo, may be specifically lighter than water, all these when out of water are an additional weight to that of the ship, and she is in proportion pressed deeper into the water; but as soon as these bodies are immerged, they weigh no longer on the ship, but on the contrary, if fixed, they help to support her, in proportion as they are specifically lighter than the water. And it should be remembered, that the largest body of a ship may be so balanced in the water, that an ounce less or more of weight may leave her at the surface, or sink her to the bottom. There are also certain heavy cargoes, that when the water gets at them are continually dissolving, and thereby lightening the vessel, such as salt and sugar. And as to water casks mentioned above, since the quantity of them must be great in ships of war, where the number of men consume a great deal of water every day, if it had been made a constant rule to bring them up as fast as they were emptied, and to dispose the empty casks in proper situations, I am persuaded that many ships which have been sunk in engagements, or have gone down afterwards, might with the unhappy people have been saved; as well as many of those which in the last war foundered, and were never heard of. While on this topic of sinking, one cannot help recollecting the well known practice of the Chinese, to divide the hold of a great ship into a number of separate chambers, by partitions caulked tight, so that if a leak should spring in one of them, the others are not affected by it; and though that chamber should fill to a level with the sea, it would not be sufficient to sink the vessel. We have not imitated this practice. Some little disadvantage it might occasion in the stowage is perhaps one reason, though I think that might be more than compensated by an abatement in the insurance that would be reasonable, and by a higher price taken of passengers, who would rather prefer going in such a vessel. But our seafaring people are brave, despise danger, and reject such precautions of safety, being cowards only in one sense, that of *fearing* to be *thought afraid.*

P. S. I should be glad if any of the Correspondents of your valuable publication could inform me, if any, and what, rewards have been paid by the Society for the Improvement of Naval Architecture, for experimental essays on subjects connected with the important design of their institution. May I be permitted to express my regret that the above Society does not give sufficient celebrity to their proceedings! On this subject I may perhaps again trouble you with my sentiments.

W. K.

* Her empty water casks, and the strength of her deck, are thought to have floated the Guardian frigate, after she struck on the ice island, and had her bows stove in.

PHILOSOPHICAL PAPERS, AND USEFUL NAVAL PROJECTS.

REMARKS ON THE FORMS AND PROPERTIES OF SHIPS.

IT must appear extraordinary to every thinking person, that a people who owe their security and consequence in a great degree to any particular cause, should nevertheless investigate the appropriate connexions of that cause with less assiduity and research, than those whose situation renders their knowledge either less necessary or less beneficial.

Commerce, the great source of the wealth and importance of this country, and the Navy which secures that commerce, both at home and abroad, from foreign molestation, demand, in a peculiar degree, unrivalled excellence in the construction of our ships: it is reasonable to presume that theories, deduced from experiments, should long since have established useful facts and true principles to proceed on, instead of that guess-work knowledge, the creature of habit not of reason, ever liable to the errors of custom and the prejudice of ignorance.

Our Navy, though deservedly in high reputation, owes its successes more to its numbers, and the practical ability of the officers and seamen who conduct it, than to any superiority in the construction of our ships of war; for it is notorious that the French ships have a decided advantage over ours, generally speaking, in sailing by the wind and being upright under sail, two of the most essential qualities of a line of battle ship.

The defect of instability is too common in our Navy, particularly in our second-rates, and is hardly possible to be remedied, as this class have necessarily all the vices of construction which lead to that defect, without the compensation of great capacity, which the first-rates possess, and is the chief corrective against instability in three-decked ships, where the centre of gravity is necessarily very high, and their form the least calculated to derive lateral support from the effort of the water.

Whatever may be the secondary advantages resulting from three decks, which are certainly desirable, but from their interference with the indispensable quality of stiffness, in a ship of war; I should adopt the French system of confining three decks to first-rates only, substituting eighty-gun ships to our second-rates: many of our most defective second-rates might be rendered very useful ships, by taking away the poop and the quarter-deck guns; and even taking off the upper-deck in the worst ships, and adding considerably to the false keel.

Our seventy-four gun ships, the naval infantry, are less faulty in their construction than any other class in the line of battle: their chief deficiencies are stiffness, and being weatherly under little sail: an additional false keel is a sure corrective for the latter defect; and there is, I fear, no remedy for the former, without being so detrimental to other essential qualities, that the attention and skill of the Officers must continue to counteract the disadvantage they labour under in this particular.

Nevertheless, it must be acknowledged there are many fine ships in this class, and it is but justice to the artificers in general to declare their merit very conspicuous in all the various branches which these glorious machines exhibit.

The sixty-four may be considered in relation to the seventy-four, as the ninety to the first-rate; liable to the defects without compensatory qualities: the French have exploded this class likewise from their marine.

As two-decked ships are frequently wanted, inferior to the seventy-four, for expeditions and convoys during war, and as flag ships and for the transport of troops during peace; the fifty-gun ship is preferable to the forty-four in every point of view: the plan should be enlarged to admit twelve ports below and thirteen above, carrying twenty four and eighteen-pounders, without quarter-deck guns, and paying every attention to their sailing.

Our frigates in general sail well, and are sufficiently stiff; those of thirty-six and thirty-eight guns are admirable ships; and since this class of ships has been so enlarged by other nations, the twenty-eight gun frigate and sloop, I presume, should be discontinued, and the Master and Commander be appointed to a twenty gun ship, constructed for sailing fast: the sloop appears to me the worst kind of ship that can be imagined, either for peace or war, being not fit for attack, nor capable of defence even by running away.

There are two causes which retard improvement in the construction of our merchant ships; a principle of œconomy, and the numerous and powerful convoys they meet with during war; yet I question if the individual as well as national interest would not be better rewarded by more attention to their sailing and less to their tonnage (though capacity and swiftness are by no means incompatible), particularly those ships destined for foreign commerce.

The method in use to cast the tonnage, by multiplying the length of the keel by the extreme breadth, and the product by half breadth, and dividing by 94, is detrimental to that principle of construction which promises velocity; as the ship which is narrowest above and

widest and deepest below, will measure least in proportion to her real capacity, the very reverse of which is necessary for fast sailing.

To construct a perfect machine of any kind or description, it is necessary to consider the various purposes it is intended for, the various obstacles it may meet with in its general point of view, as well as in the arrangement of its parts; where contradictory powers may be often necessarily blended together, requiring an attention to one principle without losing sight of another; and combining from the whole those which are least liable to exception, and most proper to render the machine adequate to its purpose.

In no instance whatever is consideration and combination more necessary than in the construction and form of ships, particularly such as are destined for war. The complication of their powers, the various incidental and accidental casualties they are liable to, with the variety of requisites expected from them, renders the subject unfit for speculative theory alone, requiring, in a much greater degree, the attention of practice and experiment; though I would by no means infer that theory is not of infinite use where real science is established; but unfortunately, much elaborate calculation and profound erudition are often employed to raise a fabric according to certain principles and proportions, without examining the pretended axioms or foundation on which these principles are laid down; and in the present instance we have a notable example of the falsity of theory in the resistance of fluids, the great stumbling-block towards perfection in the admirable art of constructing ships.

The perfection of a ship of war, and indeed of every kind of ship, may be comprised in three words—capacity, swiftness, and stability; as all the secondary qualities of steering well, working well, rolling and pitching easily, are naturally comprised in these three principal ones.

As the first and most essential property of a ship is to float under a determined weight, her capacity becomes the first object of consideration. In ships destined for commerce, an exact estimation of their capacity is more wanted to regulate the port duties and the contracts between the merchants, owners, and builders, than to insure them stiffness, a fixed line of flotation, and fast sailing; as the charge may be regulated by their ability to support it, and their line of flotation may be considerably varied without any hurtful interference with other essential requisites: but in ships of war the capacity should be simply adequate to its purpose, neither more nor less: it should not be more to avoid the expence of construction, and the additional number of men required to navigate; nor should it be less, from an obvious

general insufficiency to answer the required purposes; the bias should rather lead to increase than diminish in capacity; though surely there is little room for error in either extreme, if common attention be paid to the subject.

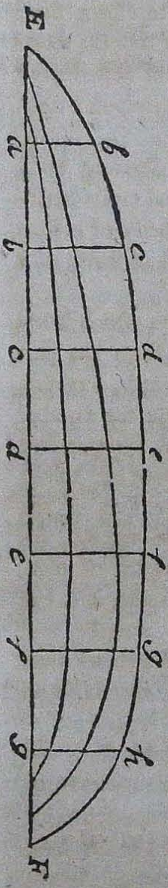
In all ships of war of two and three decks, let there be a fixed height of the lower cell of the midship-port, with six months stores and provisions aboard, determined on by the judgment of experienced Officers; suppose, for example, five feet was the determined height above the line of flotation with the above charge.

As it is a known law in hydrostaticks, that every floating body displaces a quantity of whatever fluid it is placed in equal to its entire weight, nothing more is required to determine the capacity of a ship of war, of a particular rate, than by observing the draft of water of a similar ship with a known quantity of ballast on board.

A seventy-four gun ship, with her ballast in ordinary, which floats at a certain draft of water on an even keel, measures, from the plan of her construction, at the line of her flotation downwards, a certain number of cubic feet. If she float in salt water, divide the number of cubic feet contained in the immersed body by 35, and the quotient is the number of tons the ship in ballast weighs. I suppose her ballast sufficient to cause her line of flotation to be within five feet of the lower cill of the midship-port; and as the stores, provisions, &c. for a seventy-four gun ship have a known weight, as the number of men, artillery, stores, &c. of this class are, or should be the same, it is but adding their weight together, when provided for six months, and comparing with the number of tons of ballast used; if greater than the ballast, the capacity of the ship is too small, if less, she is larger than necessary.

All the variety that can arrive in different plans, will be from the quantity of timber, more or less, used in their construction, which can always be estimated with sufficient accuracy; and the capacity being once determined, no plan should be adopted that varied much from the established regulation, particularly if it measured less. As the means are so simple that a child may acquire a knowledge of them, there is no excuse for any material error in this most essential part of the construction of ships of war; though if one may judge from the strange variety in the capacities of our ships in the same class, and the absurd mode of casting their tonnage, as it is called, which determines no one thing whatever, it is reasonable to presume, that either the constructor is ignorant, or will not take the trouble to measure the solid contents of the immersed body: in either instance, the fact is equally injurious and disgraceful to the nation.

The method used by Mr. Bouguer, in his *Traite du Navire*, to measure a ship's capacity, is allowed to be sufficiently exact for practice, and is so extremely easy that it may be useful to mention it.



Let E F represent the plan of a ship; *a b*, *b c*, *c d*, &c. are ordinates at equal distances; measure the length of each ordinate, and the whole together, subtracting half the first and last ordinate; multiply by the distance between each ordinate, and the product is the superficial contents of the plane of half the ship, at whichever water-line you measure, contained within the ordinates; add the extremities without the ordinates, including stem, stern-post, rudder, &c.; measure all the horizontal sections in the same manner, and when you have found them all, add them together, subtracting half the superficial contents of the plane of the first and last water-line, and multiply by the distance betwixt each section, the product will be the solid contents of half the ship in cubic feet, excepting the floor below the lowest water-line, keel, &c. which must be added. The solid contents of the immersed body of the ship being known in cubic feet, divide by 35, which will give the weight of the ship, or of the quantity of salt water she would displace, if at the line of flotation measured from, in tons of 2240lbs. avoirdupois.

The stiffness or stability of a ship comes next under consideration, being a quality no less essential to the safety of navigation than capacity, and without which a ship is totally disqualified for the purposes of war, being unable to use her guns with effect, or carry a press of sail in case of emergency: this defect is not uncommon in our navy; and although the means of prevention are as well ascertained, and as clearly demonstrable as the principle of capacity, nevertheless there is unquestionably a want of attention to this quality with our constructors.

To have a clear and adequate notion of the causes which produce stability in ships or floating bodies in general, it will be sufficient to consider a few plain evident propositions.

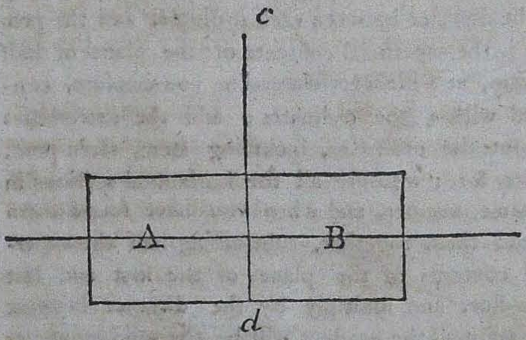
PROPOSITION I.

Every floating body is necessarily supported, or pressed upwards by the fluid with a force equal to its weight or pressure downwards,

otherwise no body could remain at rest on a fluid, but would ascend or descend as the prevailing force determined.

PROPOSITION II.

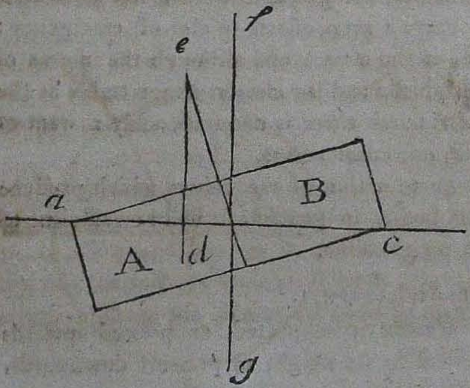
The moments of all the forces with which a floating body presses on a fluid, and the moments of the forces of the fluid which supports the floating body, are equal and contrary, and are resolved into the same right line perpendicular to the plane of the fluid.



Let the upright rectangle A B represent a floating body; it is plain the centre of gravity is somewhere in the line *c d*, but the centre of gravity is the point through which all the moments of the forces of the body press on the fluid; and if the moments of the forces of the fluid were not in the line *c d*, but to the right or left of it, the body would incline, which it does not; therefore, the pressures of the centre of gravity and support are resolved into the perpendicular *c d*. Q. E. D.

PROPOSITION III.

Every floating body displaces a quantity of the fluid which supports it equal in weight to the floating body (by Proposition I.), and that part of the body which is immersed in the fluid represents the figure and quantity of the displaced fluid; and the centre of gravity of the immersed body, supposed homogeneous, is the point through which the line of support to the floating body passes.

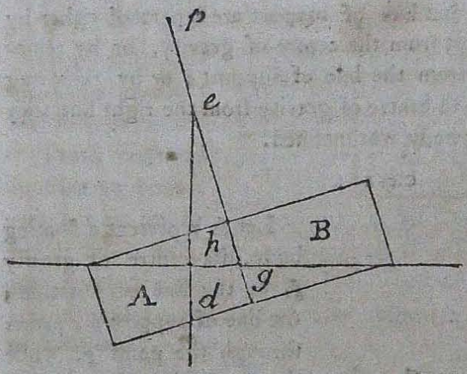


Let the rectangle A B represent a floating body inclined; by removing its centre of gravity from the perpendicular *f g*, the triangle *a b c* represents the figure and quantity of the displaced fluid: *d* is the centre of gravity of the triangle—I say the line of support must necessarily pass through

that point *d*, for otherwise the centres of gravity and support would not be in the same perpendicular right line *d e*, contrary to Proposition II.

PROPOSITION IV.

If a floating body is inclined by any power which does not change the position of its centre of gravity, the line of support must necessarily pass between that power and the centre of gravity; and the force or moment of that power is equal to the weight of the floating body multiplied into the distance of its centre of gravity from the line of support.

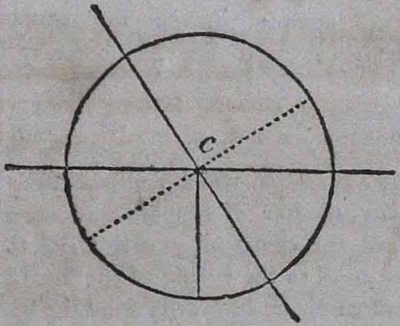


Let the rectangle A B represent a floating body inclined by the power *p*, without altering its centre of gravity *g*.—I say, the line of support *d e* must pass between *g* and *p*, and that the moment of *p*, or its force multiplied into its distance *p e*, is equal to the moment of *g*, or the weight of the floating body multiplied into its distance *g e*.

If the line of support *d e* does not pass between *p* and *g*, it must pass at either side. If it passes to the right of *g*, the body will overset, as the power *p*, and gravity *g*, are at the same side operating to incline it; and if it passes to the left of *p*, the floating body will be redressed, as the power and weight operate to that effect; and if the moments of the power and gravity be not equal, the body will not remain at rest, but will incline more or less, as the power or the weight prevail. Q. E. D.

COR. It is plain that *g h*, or the distance from the centre of gravity to the line of support, multiplied into the weight of the body, is the measure of the stability of the floating body, or of its effort to redress itself when inclined, and that its stability is as that distance.

The point *e* is the place to which, if the centre of gravity of the floating body was raised, the inclination would be the same as with the power *p*, the centre of gravity remaining at *g*, and that point is the metacentre: but the metacentre usually signifies a point to which if the centre of gravity of a floating body be raised, the smallest lateral

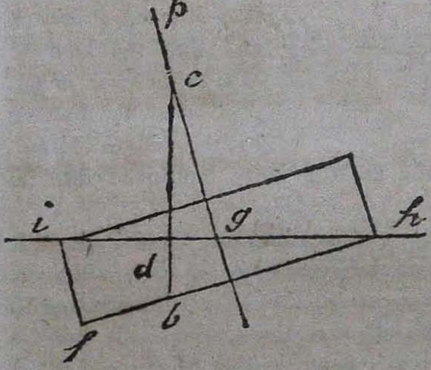


effort will make it incline. Thus, in an homogeneous cylinder, or sphere, the metacentre and centre of gravity being always in the same point *c*, however the bodies are inclined, these bodies have no stability.

PROPOSITION V.

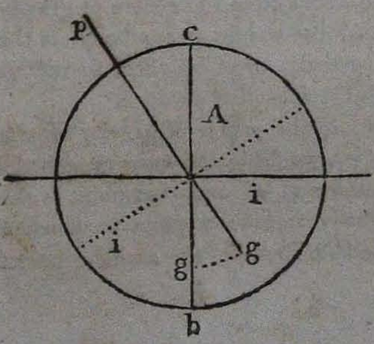
The centre of gravity and line of support are separated either by removing the line of support from the centre of gravity, or by removing the centre of gravity from the line of support ; or by removing both the line of support and centre of gravity from the right line they were in before the floating body was inclined.

CASE I.



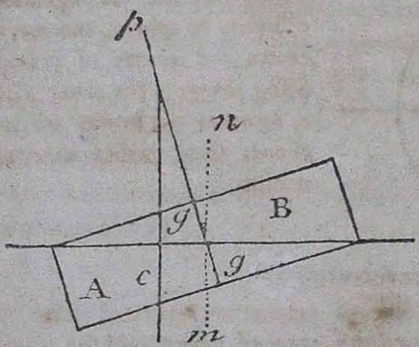
Let A represent a floating body, its centre of gravity *g*, in the line of flotation; the line of support *b c* passes through the point *g*, while the body is upright (by Proposition II.) ; now incline A with the power *p*, the centre of gravity remains at *g*: but (by Proposition III.) the line of support *b c* passes through *d*, the centre of gravity of the immersed body, supposed homogeneous, or, which is the same thing, of the displaced fluid *i f h*.

CASE II.



Let A represent a floating body left to itself, its centre of gravity g is in the line b c, the line of support (by Proposition II.) ; now incline A with the power p, the centre of gravity g is removed from the line of support b c, which continues as before, the immersed body i i not being changed in figure by the inclination.

CASE III.



Let A B represent the inclined floating body, its centre of gravity *g*, either above or below the line of flotation, the line of support passes through *c*, and the centre of gravity of the body to *g*, or *g* out of the line *m n*, which they were in before the inclination of the floating body.

Cor. It is plain by inspecting the last Figure, that the lower the centre of gravity is placed, the farther it is from the line of support, and consequently the greater stability.

These three cases contain every variety of the principle of stability in floating bodies. It is plain a floating body derives its stability either from its line of support, as in Case I. where the gravity is negative; or from its gravity, as in Case II. where the line of support is negative; or as Case III. where the line of support is positive, and the gravity positive or negative, as above or below the line of flotation.

But as in Ships of War the centre of gravity can never be far removed from the line of flotation *, the form of the immersed body and the weight of the Ship are the chief terms in the composition of stability, and they are only to be attained in the requisite degree by full dimensions near the line of flotation with sufficient capacity.

It may be worth remark, that the forms given to the Midship Bend of Ships are always comprised between the rectangle and triangle, no Ship being so full as the rectangle, nor so fine as the triangle. Suppose two homogeneous bodies, the one a parallelopiped, and the other a triangular prism; the length, depth, and width the same in both bodies, and the depth half the width; it is plain the parallelopiped is double the prism in weight; yet these two bodies have precisely the same stability.

Let the bodies be 24 feet wide, the centre of gravity of the parallelopiped is 6 feet below the line of flotation, the centre of gravity of the prism 4: Now the metacentre of the parallelopiped is two feet below the surface, and the metacentre of the prism 4 feet above the

* If the centre of gravity could be placed low, it is not to be desired, as the farther it is removed from the line of flotation, the movements of the Ship become more uneasy.

line of flotation, and as the comparative stability of the two bodies is as the distances of their metacentres from their centres of gravity multiplied into the weight, the distance is as 8 to 4, and the weight 1 to 2, consequently the result the same *. This will appear obvious, without mathematical demonstration, when we consider that the part immersed on ſimilar inclination bears a double proportion to the triangle that it does to the rectangle, and consequently removes the line of support from the centre of gravity twice as far proportioned to the position of the centre of gravity. [*To be continued.*

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

ANY project or invention which has the smallest tendency to promote so important an object as the preservation of His Majesty's Ships, their Officers and Men, from the dangerous, and frequently fatal, consequences of accidental fire, cannot be too generally known; nor am I acquainted with a more eligible mode of disseminating such information, than through the medium of a Publication, professedly addressed to those it is meant to benefit.

The necessity of keeping one, or more, matches constantly burning, will not be disputed; neither will the danger of the sparks from them setting fire to any thing combustible they may happen to come in contact with.

To obviate this danger, which is in reality more serious than is generally supposed, I propose inserting the lighted Match into an Iron Cylinder, or Tube, sufficiently large to admit it with ease, of eight inches in length, and terminating in a semi-sphere, perforated with a number of small holes, to admit the passage of the sparks and ashes from the Match, as well as a circulation of air to prevent it from being extinguished. To this Tube, or Cap, another, of the form represented in the Drawing, is attached by four Iron Braces, for the purpose of receiving the sparks and

* Whoever wishes to see the demonstration may consult M. Bouguer, Traité du Navire, Page 265.

ashes, constantly dropping from the Match, and preventing their dispersion by wind, or otherwise.

An Iron Pin, in the upper part of the Tube, passing through it and the Match, supports the former; and as the Match consumes, must occasionally be shifted by one of the Gunners of the Watch.

I shall only add, that I believe there are few Armourers in the Navy who are not equal to the construction of so simple a machine; and wishing its utility may keep pace with my intentions,

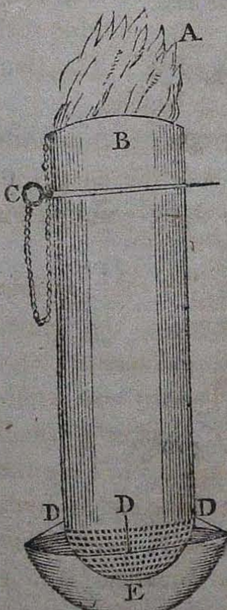
I remain, Sir,

Your most obedient servant,

G. M. KEITH.

Chatham, 31st December, 1802.

REFERENCES.



A. The Match, inserted in the Cap.

B. The Match Cap.

C. An Iron Pin, perforating the Match and Cap.

D. D. D. Bars suspending the Blind Cap.

E. The Blind Cap, to receive Sparks and Ashes.

Poetry.

ODE FOR THE NEW YEAR, 1803.

BY H. J. PYE, ESQ. POET LAUREAT.

THOUGH the tempestuous winds no more
The main with angry pinions sweep,
Though raging 'gainst the sounding shore
No longer howl the impetuous seas;
But soothed to rest, the billows sleep,
Save where soft Zephyr's tepid breeze
Fans with its silken wing the rippling deep;
Yet still with unremitting eye
The pilot marks the uncertain sky,
The seaman watches still the gale,
Prompt or to spread or furl the sail,
Mindful of many a danger past,
Tost by the turbid wave, check'd by the adverse blast.

Not keen Suspicion's jealous glance,
Not fierce Contention's feverish rage,
Shall bid Britannia point the lance,
New realms to grasp, new wars to wage.
In conscious rectitude elate,
In conscious power securely great,
While she beholds the dangerous tide
Of battle's crimson wave subside,
Though firm she stands in act to dare
The storms of renovated war,
Her ready sword, her lifted shield,
Provoke not the ensanguin'd field,
More than the wary pilot's cautions urge
The winds tempestuous strife, or swell the foaming surge.

O from our shores be exiled far
Ambition's wild and restless crew,
Who through the bleeding paths of war
False Glory's dæmon-form pursue.
Whose burning thirst, still unsubdued
By deluges of guiltless blood,
Glares on the regions round with fiendlike eyes,
While scarce a vanquish'd world its wish supplies;

Yet ne'er may Sloth's inglorious charm
Unnerve the manly Briton's arm,
Nor Sophistry's insidious art
E'er lull the manly Briton's heart.
May Peace, with Plenty by her side,
Long, long o'er Albion's fields preside!
Long may her breath, with placid gale,
Of Commerce swell the happy sail!
But roused in Justice' sacred cause,
Insulted rights or violated laws,
Still may her sons with fierce delight
Flame in the gleamy van of fight,
Spread o'er the tented plain, or brave
With warlike prow the hostile wave;
And on each firm ingenuous breast
Be this eternal truth impress'd,
Peace only sheds perennial joys on those
Who guard with dauntless arm the blessings Peace bestows.

SONNET.—By J. HASLEWOOD,

WRITTEN AT THE SEA SIDE, AFTER SOME TEMPESTUOUS WEATHER.

SPIRIT, most dread! that sullen rocks the deep,
With gentler aspect come;—nor angry pour
Thy moaning waves, and restless surges hoar;
Nor caverns drear in whistling horrors sweep.
On thy green bed let noon-tide radiance sleep
In tints of gold, as loit'ring on the shore
Eliza timid steals thy rippling tide afore,
Or climbs apace the mimic Alpine steep;
Tuning her lute in melodies most wild,—
Regrets of friendship, absence, native home,
With kindred notes of peace;—then, seemly come!
Her presence joy, by syren-song beguil'd
Of turbulence, for Egypt's far-fam'd Queen,
Wafting her sails with love, ne'er smil'd so sweet, I ween!

A REFLECTION AT SEA.

SEE how, beneath the moon-beam's smile,
Yon little billow heaves its breast,
And foams and sparkles for a while,
And murm'ring then subsides to rest.
Thus man, the sport of bliss and care,
Rises on Time's eventful sea,
And having swell'd a moment there,
Thus melts into eternity!

THE DREAM.

——————————— Happy relief—
For I was dreaming of storms and shipwreck,
Of following ills—hard struggling for life,
Which if preserv'd—perhaps not to be wish'd;
For on a desert or unfriendly coast
These men, and ah! my darling Son, are doom'd
To cherish hope, or ask a harsher fate.
Distaste for life is wrong—presumptuous—
Arguing against the All-wise decree.
Yet palliate the ill, adjudge their mind:
Bereft almost of every hope, I feel
Their hapless state, and indistinctly hear,
Methinks, the last farewell of each poor soul;
Whose hollow and untunely voice forbodes
Their fatal end—a pause——God save us all!
His Vision now appears—O horrid sight:
Description's madness—for it beggars all.
Cold drops of sweat pour off my face,
My every nerve is shook.—I stand condemned:
For scarce eight suns had beam'd on this fair Youth,
When I—his father!—shipt him off for sea:
My William promis'd fair, and vigorous health
Prompted his early habit for the sea;
I have a relic—tis a little oar
He used to pull—the gift of honest George;
When in the boat, exulting he wou'd talk:
He'd boast his wondrous skill, and long fatigue;
Next would he sing, and hail the approaching breeze.
His duty thus perform'd, content would seem,
And gaily whistle and amuse us all.
Farewell————————

W. C.

Chapel-Row, Gosport.

CONSOLATION.

WRITTEN NEAR THE SEA-SHORE IN A STORM.

WEEP not, Mary, gentle maid!
  Though the wild wind swells the main;
The adverse storm may soon be laid,
  And Henry come again.
Pr'y thee weep not! One on high,
  Whose word ordain'd creation's plan,
With kind and ever-wakeful eye,
  Regards the life of man:
For, not the bird of smallest worth,
  That winnows with light wing the air,
If he permits not, falls to earth,
  Who numbers every hair.
Then, blow the wild wind how it will,
  From North, or South, from East, or West,
Weep not! but humbly trust, it still
  Blows for the best.

TO THE EDITOR.

SIR,

THE following testimony of the liberal character of Captain GEORGE CLARKE, now commanding His Majesty's ship Braakel, in the Mediterranean, is translated from the *Feuilleton du Journal des Defenseurs de la Patrie.*

LIEUT. H.

IN the seventh year of the Republic Citizen Debue, a superior officer of the French Navy, was in the Isle de France, and put on board a Danish ship, bound to India, the sum of 24,000 livres, (about a thousand pounds sterling,) to be conveyed to his family, which, in his absence, was destitute of every resource. The ship happened to be met and stopped by an English man of war, under the command of Captain George Clarke, who found in the papers of the Danes the most incontestable proofs of the sum belonging to Citizen Debue, and consequently of its becoming the lawful prize of the conquerors. This gallant and respectable English officer, being informed of the distress which the events of the war had occasioned to the family of the Citizen Debue, requested of his crew their consent to forward the captured sum to this unfortunate family. Having obtained their consent, he actually wrote a very polite letter to Madame Debue,

and desired her to accept the sum, as a mark of the Esteem and Gratitude which was due to her husband, for the signal services he had, on many occasions, rendered the English prisoners; subjoining, that the money belonged to her by too respectable a title, not to induce all persons under his command to convey it to her. Citizen Debue himself has communicated this honourable fact to the French Journalist.

From the LONDON GAZETTE, January 15.

WHITEHALL, *Jan.* 7, 1803.

THE King has been graciously pleased, in consideration of the signal services performed to His Majesty, and to his Ally the Ottoman Emperor, by Sir WILLIAM SIDNEY SMITH, Knight, Commander and Grand Cross of the Royal Swedish Military Order of the Sword, a Captain in the Royal Navy, and Representative for the City of Rochester in the Parliament of the United Kingdom; and to evince the sense which His Majesty entertains of the great ability and heroic perseverance manifested by him the said Sir WILLIAM SIDNEY SMITH upon divers occasions, and more especially of his able and highly distinguished conduct in the Defence of the Town of St. John d'Acre, in Syria, in the year 1799; His Royal Licence and Authority, that he may bear the following honourable augmentations to the Armorial Ensigns borne by his Family, viz. on the Cheveron *a Wreath of Laurel accompanied by Two Crosses Calvary*; and on a Chief of Augmentation, *the interior of an ancient Fortification, in perspective*; *in the Angle a Breach*; and, on the sides of the said Breach, *the Standard of the Ottoman Empire, and the Union Flag of Great Britain*, as then displayed: and, for Crest, *the Imperial Ottoman Chelengk, or Plume of Triumph, upon a Turban*; in allusion to the highly honourable and distinguished decoration transmitted by his said IMPERIAL MAJESTY to Sir WILLIAM SIDNEY SMITH, in testimony of his esteem, and in acknowledgement of his meritorious exertions in the aforesaid defence: and the Family Crest, viz. a Leopard's Head, collared and lined, *issuant out of an Oriental Crown*: the said Arms and Crest to be borne by him the said Sir WILLIAM SIDNEY SMITH, and by his issue, together with the Motto "CŒUR DE LION." And, although the privilege of bearing Supporters be limited to the Peers of the Realm, the Knights of His Majesty's Orders, and the proxies of Princes of the Blood Royal at Installations, except in such cases wherein, under particular circumstances, His Majesty has been pleased to grant his especial Licence for the use thereof; yet, in order to give a further testimony of His Majesty's particular approbation of the services of the said Sir WILLIAM SIDNEY SMITH, he has been graciously pleased to allow him to bear, for Supporters to his Arms, *a Tiger guardant, navally crowned, in the Mouth a Palm Branch* being the Symbol of Victory, *supporting the Union Flag of Great Britain, with the Inscription* "JERUSALEM, 1799," *upon the Cross of St. George*, and *a Lamb, murally crowned*; *in the Mouth an Olive Branch*, being the Symbol of Peace, *supporting the Banner of Jerusalem*: The said Armorial Ensigns being first duly exemplified according to the Laws of Arms, and recorded in the Herald's Office.

And also to order that his Majesty's said Concession and especial Mark of his Royal favour be registered in his College of Arms.

Imperial Parliament.

House of Commons, December 13, 1802.

Capt. Markham moved for leave to bring in a bill for appointing Commissioners to inquire into abuses, frauds, and irregularities practised in the several naval departments therein mentioned, and in the business of prize agents, &c. and to report the same to the House, with such observations as may occur to the said Commissioners for the prevention of such frauds and abuses. The Hon. Member prefaced this motion by observing, that the present Board of Admiralty did not, by suggesting this measure, mean to throw any reflection upon former Boards; and that no person could have a higher regard for his predecessor in office than the Noble Earl now at the Admiralty. The fact was, that a Committee similar to the present one had been appointed in the 25th of the present reign to inquire into abuses, and a number of reports had been made, but the circumstances of the times did not admit of their being followed up. The intended plan would embrace the whole navy department, and was recommended in the report of the Finance Committee of last year. The plunder and abuse discovered in the course of the visitation of last summer were additional incentives to the adoption of the measure, and the reasons for bringing it forward in the present shape, were these: in the first place, the Admiralty had not time to make the necessary investigations as they would be extremely laborious; and, secondly, they had not the necessary powers. He wished the bill should follow up the bill of 1784, and these were the reasons for bringing it forward.

Earl Temple thought that before the Admiralty called upon the House to vest it with extraordinary powers, it should have stated some specific grounds for the application. He admitted that great plunder and peculation may have been discovered in the course of the visitation to the principal ports; but still he thought some particulars should have been communicated to the House. Besides the Navy Board has the power now proposed to be transferred to the Admiralty.

Lord Hawkesbury said, the bill would not give any power to the Admiralty: it was only to appoint Commissioners to do that which the Admiralty had not time to do. He thought it would be sufficient grounds to refer to the report of the Finance Committee.

Admiral Berkeley conceived that the Admiralty might direct the Navy Board to make investigations that might be thought proper, and that the Navy Board was vested with the necessary powers of administering an oath, calling for papers, &c.

Captain Yorke said, that the Admiralty had no power to take cognisance of prize agencies, and his only objection to the bill was, that it did not go far enough. He thought it should have extended to the mutinies which had lately taken place in the dock yards.

The Chancellor of the Exchequer.—"I have heard for the first time that the Noble Earl at the head of the Admiralty is influenced by favouritism, and I find that the Admiralty has been animadverted upon as exercising a domineering influence. These charges are without any foundation. The Admiralty had no concern with the

appointment of the gallant Admiral alluded to, except that communication that must take place of course between His Majesty's servants. The measure was dictated by the Noble Lord near me (Lord Hawkesbury), who has done himself so much credit by his selection of eminent persons for high stations. The gallant Admiral possesses all the qualifications that peculiarly fit him for such a mission. If we consider his firmness of mind, his conciliating manners, his integrity and zeal, no individual could be more eligible. I regret the conduct of the artificers in the dock-yards, but I do think that conduct has been met with the spirit that characterises the Noble Earl at the head of the Admiralty. The causes will require deep and serious investigation. The Navy Board, I admit, can administer an oath, but it has not that larger power which is wanted; I mean the power of calling for papers and records."

Sir Andrew Hammond said, the Navy Board was composed of honourable and liberal men, full of zeal and ardour, who had laboured hard during a long and intricate war, and done every thing in their power to remove abuses.

The motion was then put, and leave given to bring in the bill. It was brought up, read a first time, and ordered to be read a second time to-morrow, and printed.

December 14.

Captain Markham moved the second reading of the Bill for appointing Commissioners to inquire into abuses in the Civil Department of the Navy.

Admiral Berkeley, certainly after the information he had received, said he should not object to the second reading, but he rose merely for some explanation to certain points that he had misconceived; he had been under the apprehension that the Admiralty had been vested with sufficient authority to appoint Commissioners for any purpose without the interference of the House; in answer to which objection an Hon. Gentleman had said no, without assigning any reason. However, notwithstanding that contradiction, he still is inclined to think so, and to a greater degree than in the present case. He knew that the Navy Board had no right to administer oaths, nor to send for witnesses out of their proper jurisdiction, but it seemed strange that the Admiralty, which constituted that Board, should not have the power to appoint Commissioners to examine into the abuses which might arise in that department.

Mr. Garthshore said, that the Admiralty had only power to swear Officers.

Admiral Berkeley explained.

Mr. Jervis said, that the Hon. Admiral had been guilty of some inconsistency, and if he would examine the bill, and the powers actually existing in the Navy Board, he would find that they did not enjoy the privileges which were conferred by this bill. One of the objects of the bill went to enable those Commissioners to act as Justices of the Peace, out of the jurisdiction of the dock yards. In regard to the appointment of such Commissioners, no imputations were meant to be cast on the Commissioners of the Navy. Every one was ready to acknowledge the injustice of any thing of that nature, but there are reasons why the Commissioners of the Navy should not be vested with these further powers: had it been found that they could exercise them, would not the impossibility of their giving up any of their time, which (he spoke from information) was so fully employed as to occupy the whole, be abundant reason?—The bill was ordered to be committed for to-morrow.

DECEMBER 15.

On the motion of CAPTAIN MARKHAM, the committal of the Navy Commissioners bill was postponed till to-morrow.

DECEMBER 16.

CAPTAIN MARKHAM moved the order of the day for the commitment of the Bill for appointing Commissioners to inquire into certain abuses in the Navy. After some of the blanks had been filled up, a short conversation took place between Admiral Berkeley and Captain Markham.

MR. STURGES proposed, that the blanks should now be only filled up *pro forma*, and that the Bill should be recommitted for another day. Many of the provisions of the Bill were so new and so important, and the powers it gave so great, that some time was necessary for the consideration of them. If his proposal was not complied with, he should object to many of the clauses even now.

THE CHANCELLOR OF THE EXCHEQUER considered the Hon. Gentleman's proposal extremely proper, and had no objection to comply with it. If this should be the general sense, the time of the House should be spared by abstaining from all farther discussion now. He trusted, however, as the objects of the Bill were extremely important, the interval would not be long, as the delay of a day now may throw the measure back beyond the recess. He expected it would be printed, and recommitted to-morrow, that the report would be received on Saturday; and that on that day also, if the objections should be obviated, the Bill would be passed.

MR. STURGES said, the effect of the Bill would depend principally on the characters of the Commissioners. He therefore wished that the blank for their names should be filled up as soon as possible.

THE SOLICITOR GENERAL said, the persons intended to be proposed as Commissioners would be allowed to be men fully competent, and incapable of using the powers entrusted to them for the purpose of oppression. He then named Vice-Admiral Sir Charles Maurice Pole, Hugh Lyster, T. Ewanlaw, John Ford, and Henry Hunter, Esqrs.

MR. DENT asked what salary was to be attached to the Commission?

THE CHANCELLOR OF THE EXCHEQUER said, it was not usual to name the salaries of Commissioners in Acts of Parliament; but when they had executed the inquiry committed to them, Parliament bestowed such a recompence as it thought them entitled to.

The question was put on the several names of the proposed Commissioners, and carried unanimously in the affirmative. The report was brought up immediately, the bill ordered to be printed, and recommitted for to-morrow.

MR. DENT said, the names of the Commissioners now proposed were very respectable; but when we had such characters as Lord Keith, Admiral Cornwallis, and Lord Gardner, their names should be inserted in preference, as he would take occasion to observe in proper time.

DECEMBER 17.

The Order of the Day being moved for the House to resolve itself into a Committee, for the farther consideration of the report of the bill for appointing Commissioners to inquire into the abuses of the Navy.

MR. CANNING rose, to object to the bill, if it were intended to hurry it rapidly through the several stages; particularly as various alterations had been introduced, which made it in some respects a

new measure. The bill went to vest extraordinary, and he might almost say unprecedented, powers in unknown persons to extend a jurisdiction out of the ordinary course, and erect a tribunal unconstitutional, extrinsic, and unknown to the country. The house should therefore pause, and weigh the subject well before it passed a bill of such a character and description. He did not dispute the existence of abuses, or deny the propriety of correcting them, but he thought the House should previously see whether means were not already provided fully adequate to the purpose.

THE CHANCELLOR OF THE EXCHEQUER said, that the Right Hon. Gentleman did not seem to be aware of the tendency and operation of the bill. He had represented it as conveying new, extraordinary, and anomalous powers. So far was this objection from being founded, in every act for the last eighteen years, appointing Commissioners for investigating public accounts and abuses, not only powers as strong as those now proposed were given, but in the acts of 1780 and 1785 the powers were even stronger. It is matter of fact, that abuses have existed, particularly for the last eighteen months, that they exist up to the present moment, and are going on as fast as ever.—This is not a new tribunal to punish; it is only a commission to inquire into abuses. The Commissioners could not punish. They could only report to the House of Commons. The abuses were recognised by reports upon the table, in consequence of which, in 1792, His Majesty recommended an inquiry. The war prevented that inquiry, as it was not deemed wise to expose the machine, and shew its defects to an enemy. The first Lord of the Admiralty, however, pledged himself at the time to follow up the business as soon as peace should arrive, so that all now proposed was to carry that intention into effect. The bill did not rest upon the recommendation of His Majesty's present Ministers, but upon records then upon the table, upon an order of Council, and upon the recommendation of the late Admiralty, and upon the existence of abuses inquired into and fully ascertained. The Right Hon. Gentleman had expressed a wish that the conduct of the Admiralty should not be subject to the inquiry of the Commissioners. When there was a report on the table of abuses in the several departments of the navy, and when it was proposed to investigate those abuses, it would be an insult to the House, it would be an opprobious reflection upon the Admiralty to screen it from inquiry. No, the conduct of the Admiralty should be open to inquiry like every other department of the navy, and that was the reason why the name of the Noble Earl at the head of it was not included in the list of Commissioners. The Board of Admiralty has not, as the Right Hon. Gentleman supposes, the necessary powers. They could not send for persons, papers, and records, or inquire into the business of prize-agents, over whom they had no power whatever. The Admiralty then not having the necessary powers, and the acts of 80 and 85 having vested Commissioners with even greater powers than those now proposed to be given, he was entitled to assert that the present measure was in strict conformity with the practice of the House, in similar cases of inquiry into abuses. The object of the bill was merely to institute such inquiry, and the conviction of the existence of such abuses called for an immediate remedy. If the powers were too large, they ought to be abridged; if too small, they ought to be enlarged; but there was no reason for delay.

ADMIRAL BERKELEY did not wish for any unnecessary delay, but considerable alterations had been made in the bill, and were Gentle-

men to have no time for the consideration of them? The bill with the amendments made last night had not been printed till twelve o'clock that day, and farther amendments were proposed to be made this night. In a bill of such importance, the introduction of every thing new deserved consideration. He, therefore, thought that time should be given, though he was not the advocate of any unnecessary delay. If the gentlemen who introduced the bill had been a little attentive in framing it, much of the trouble and delay that had already occurred might have been avoided, but there was no reason to hope that the embarrassments under which the progress of the bill laboured, were even now at an end; for those who had made the former blunders, were not unlikely to make blunders again, and time should be given to rectify these as well as the former. He was not altogether satisfied with the Commissioners proposed; for, except one of them, for whom he had a very high respect (Sir C. Pole), the others, though very respectable men in their own particular lines, were totally unacquainted with the persons and things with which they would have to do. He wished the Noble Lord at the head of the Admiralty was of the number, and that Ministers were more consistent in their excuses that he was not. One said the reason of the omission of his name was in consequence of the Admiralty being too much occupied to attend to any other business; another said it was because the Admiralty department itself was to be subject to inquiry. If it were true that the abuses were of such extent and magnitude that it would take six days in a week for three years to investigate them, the Hon. Gentleman should not have left even in his bill of remedy, so much to be corrected.

Lord Temple said, this bill, if it passed, as he trusted it would not, would give much greater powers than the bills constituting Commissioners of Inquiry in 1780 and 1785. The Commissioners in the present bill were to have power to arrest and commit to prison without bail or mainprise all persons refusing to answer any questions put to them, even though those questions should tend to establish their own criminality and to destroy their fame and characters. He would not, for himself, consent to the establishment of such an inquisition, on such Star-chamber principles, so totally inconsistent with the Constitution.

The Attorney General thought the discussion that had taken place was rather irregular, as it was better adapted to a future stage than to the stage in which the Bill was now before the House. It depended on alterations, which it was presumed were to be made in the Committee, and the proper time for debating which, was in the Committee, or in a subsequent stage. If the number of errors requiring the amendments of the Committee was so great, and the nature of them so important, as it was supposed they would be, this would be a reasonable ground of delay; but to anticipate the necessity of delay on that allegation, was certainly carrying apprehension rather too far. It was too much to require delay now for alterations that may not take place. The Admiralty could not evade the operation of the act, if it were so disposed. For, if the Admiralty knew of abuses, it may be compelled to bring them before the Commissioners. The abuses which the Admiralty had discovered, were the ground on which the House was called upon to constitute the Commissioners; and when the Commissioners were once constituted, they could extend their inquiry to all departments of the Navy.

Doctor Lawrence—"The Honourable Gentleman has said, that discussion was irregular in the present stage of the bill, and he has

illustrated his observation by making a long speech. What he had to say on the subject would not be in further illustration of it, as he conceived himself perfectly in order in adverting to the principle of the Bill in its present stage. The Bill went to give to five Gentlemen, four of whom were totally unacquainted with the business which they were to transact, powers so extensive, that there was hardly a merchant in the city who would not come under their controul. He conceived the precedents not sufficient to bear out the institution of the commission. The great duties of the House being to watch over the constitution, and the expenditure of the public money, he thought it was their duty to pause on the present Bill, and give it their attentive consideration. An institution, consisting of five Commissioners, with their establishment of clerks and retainers, with powers extending to every merchant in London, and most of those in the other principal places, was no light and trivial matter that the House should sanction it without time for inquiry or consideration. Was the House to be told that its Committee could not examine witnesses upon oath? For if it could not administer an oath in such cases as this, it could not in any cases. But the great evil in the Bill was, that men should be called upon to give evidence touching themselves; and though such criminal matter as they should disclose was not to affect them in the way of punishment, it was unjust and unconstitutional that they should be required to degrade and dishonour themselves by discovering their mal-practices.

The Chancellor of the Exchequer explained again. Dr. Lawrence explained also.

Mr. Robert Ward stated, that the Commissioners sent out to the West Indies last year, had quite as extensive powers as it was proposed to grant to the Commissioners in the present Bill. By making a report to the Judges on the respective islands of any refusal to answer their necessary questions, the offender was to be committed, as by the present Bill. He thought six weeks a long time to give persons conscious of being obnoxious to the Bill, the means of preparing to evade it by changing their books, and other corrupt methods.

The question for the recommitment was then put and carried without opposition. In the Committee,

The Chancellor of the Exchequer proposed that the name of Henry Hunter, Esq. be omitted from the list of Commissioners, and that the name of John Nicholls, Esq. Captain of the Royal Navy, be inserted in its place. The Chancellor of the Exchequer and Mr. Manning spoke in the highest terms of Captain Nicholl's character. The motion was agreed to.

Admiral Berkeley wished to make some objections to the preamble and the title of the bill.

Lord Hawkesbury informed the Hon. Admiral, that the preamble was, according to the regular usage, postponed, and that the title of a bill was never voted till it was passed.

Lord Temple proposed, that instead of two, the number of the Commissioners to make a quorum should be three.—Agreed to.

In consequence of some observations by Mr. C. Wynne,

The Chancellor of the Exchequer said, that it would be allowable in every person under examination to demur to any question tending to disgrace or dishonour him; the effect of the bill was to protect those who made voluntary admissions.

Lord Glenbervie moved, that the word *lawful* should be inserted, to qualify the nature of the questions, which the Commissioners should

have power to put; and that the words, without bail or mainprise, standing in another part of this clause, should be omitted.

THE ATTORNEY GENERAL opposed these alterations. Mr. Johnstone, Mr. Williams, Mr. Kinnaird, Mr. Pole Carey, and several other members, took a part in the discussion. And the amendment, inserting the word lawful, was at last adopted.

Another of the most striking objections against the bill was removed by an amendment, omitting the clause authorising the Commissioners to punish contumacy by imprisonment. In the further progress of the discussion, the word *voluntary* was, in a particular phrase, omitted, in order that, by the effect of this omission, the persons subject to be interrogated under the bill, in regard to their own guilt, might be rendered secure against prosecution for penalties in those frauds which are qualified in law, as frauds subject to punishment by penalty. It was agreed, on all hands, that the bill did not authorize the commencement of criminal prosecutions on the ground of any evidence which its provisions might tend to elicit.

LORD TEMPLE objected to the clause authorising the King to nominate Members of Parliament to be Commissioners under this bill.

Mr. ADDINGTON answered the objection by the citation of precedents, and by observing, that it would still remain with Parliament to grant or refuse pecuniary compensations to the Commissioners for their services.

Sir Sidney Smith, Admiral Berkeley, Mr. Sturgess, Mr. Franklin, Mr. Burton, Mr. Jervis, and Mr. Dickenson, jun. made also some observations in the progress of the discussion. With the above amendments, the Committee finally agreed to report their approbation of the Bill.

The Speaker resumed the Chair. It was moved that the Report should be received. The Report was called for. Mr. Alexander brought it up. The amendments were read a first time, and approved.

LORD TEMPLE moved, that, on account of the intricacy and prolixity of the discussion in the Committee, the second reading should be deferred till to-morrow.

THE ATTORNEY-GENERAL replied, that the amendments were too inconsiderable to give any pretence for delay.

The amendments were then, on motion, read a second time; and the third reading of the Bill, with these amendments, was ordered for to-morrow.

DECEMBER 18.

CAPTAIN MARKHAM moved the order of the day for the third reading of the Bill, for the appointment of a Commission with extraordinary powers of inquiry into abuses of trust by persons intrusted with stores or money, in the affairs of his Majesty's Navy, or officially employed as prize agents.

LORD FOLKSTONE rose in opposition to this motion, as inexpedient, in the present state of public affairs, and as premature, in regard to a Bill which had been so precipitately hurried forward, and had so little enjoyed the advantages which it might have received from the thorough consideration of the principal Law Officers in the service of the Crown. "Grant but a delay of six weeks, the Crown lawyers, and the members of the House in general, will have had time to consider fully those necessities which demand such a law, as well as the provisions which the Bill offers to meet them." On these grounds his Lordship concluded

with moving, that the third reading should be delayed till the 8th of February next.

Mr. Leman, with nearly similar views, seconded the motion of the Noble Lord.

Mr. Courtenay said, that it was somewhat extraordinary that the principle of the Bill was approved of by the Hon. Gentleman who so strenuously contended for postponing it till after the recess. Surely, as no well founded reasonable objection had or could be urged against it, the sooner it passed the better. In a business of such importance, no time should be lost. The Commissioners might do much in two months, and not an hour should be lost in discovering and checking those frauds and corruptions in office, which were generally admitted. The Bill, should, therefore, have his decided support. It was a Bill recommended by the Noble Earl who so ably presided at the head of the Naval Department, whose talents, spirit, and integrity, were universally acknowledged; it came before the House recommended by a man who had added new lustre to the British flag—who had exalted the fame and glory of his country—whose name would be hailed with pride and admiration by posterity, and shine with distinguished brilliancy in the naval annals of Britain. That Noble Earl still employed himself in the service of his country by correcting the shameful abuses, frauds, and corruptions of office, which he knew from experience had a fatal tendency to retard and check the best concerted plans and operations; and to restore and establish order, discipline, and regularity, in every department. This Bill seemed excellently calculated to attain such a desirable and laudable object. It had been amply discussed, and the exceptionable parts of the Bill so amended and modified, after being pointed out by an Honourable and Learned Gentleman (Mr. Fonblanque), with such legal and constitutional knowledge, and just and accurate discrimination, that the amendment proposed by a Noble Lord (Glenbervie) was liberally and candidly admitted by the other side of the House, and the Bill was now rendered perfectly unexceptionable, as the Commissioners were now only vested with sufficient authority to execute the duty with vigour and efficacy. Mr. Courtenay said, it had been objected that the Bill was retrospective. Certainly it necessarily must be so; it was to discover frauds and peculations that had already taken place. Mr. C. concluded by again paying a compliment to the Noble Earl who had recommended this Bill, and whose professional knowledge and abilities ensured its utility; and therefore he ardently hoped it would be passed without a moment's delay.

Mr. Addington bestowed a warm eulogy on the character of Lord St. Vincent, and expressed his conviction that nothing but a strong and patriotic zeal for the public good had given origin to the present Bill. It was not, he said, for the authors of any bill to suppose, that it might not receive great improvements from the collective wisdom, experience, and eloquence of the Members of the House. This Bill had received the advantages of their discussion and amendment; and had, by these, been advanced to a perfection which they might be expected finally to approve. The Noble Lord who proposed the motion for delay, seemed to be, in offering it, big with the hope, that if it could be kept back for six weeks, it might then pass as the measure of a new Administration. It would be incumbent on those who persisted in the motion for delay, to point out something yet unamended in the very contexture of the Bill, and incapable of immediate emendation; or else to come to the alternative of avowing that they desired to perpetuate the abuses which it was

the object of the bill to reform; if not rather merely to embarrass the public service. This bill was no new measure of rash inexperience. The Noble Lord formerly at the head of the Admiralty had been as fully convinced of its necessity as his present successor.

LORD FOLKSTONE explained.

MR. WARD rose to communicate a precedent, which showed, that even those parts of the Bill which had been the most earnestly opposed were not at all unconstitutional. In Keble's Reports, a book now extremely scarce, there existed, he said, an account of the origin and powers of a commission appointed in the reign of Charles II. to inquire into a misapplication which was suspected to have been made, under his Majesty's authority, of money granted by the Commons for the expenditure of the Navy. In the act or patent constituting that Commission, the Commissioners were authorised to commit persons refusing to own the authority of their inquiry; so that those persons should stand committed without bail or mainprise. These were the very words of the patent. As the Commission was intended to act with an inquisitorial and checking power in some sort against the King himself, the precedent could not be regarded as one in any degree unduly hostile to the liberty of the subject. How, then, could Gentlemen oppose this Bill, on the pretence that the powers which it went to grant were novel and unconstitutional?

MR. COURTENAY explained.

LORD TEMPLE complained of the personalities which had been industriously addressed to him and his friends in the whole debates on this Bill; denied that the amendments had made it yet worthy of the sanction of the House; and declared that he would, on no account, recede from his opposition to it.

MR. SHERIDAN.—"Sir, I agree entirely with the Noble Lord as to the impropriety of going into personalities in the discussion of any measure that may come before this House. The Noble Lord's doctrine is so well illustrated by his practice, that it is impossible it should not make a deep impression. What more forcible exemplification could be given of it, Sir, than is afforded by the epithets with which the Noble Lord characterises his Majesty's Ministers, calling them feeble and spiritless, and describing them by the appellations of blunt conductors, mawkish mixtures, and milk-and-water compositions? Sir, I do not think such appellations consonant to the practice of Parliament; and I hold it equally unparliamentary to impute to any Member of this House any grounds for his opinions or his measures different from those assigned by him. I hold it unparliamentary to say, that Gentlemen have introduced this measure on false pretences, and not on the grounds which they have given. The Noble Lord says, the Committee of Finance had not powers equal to those given to these Commissioners. Sir, I was a member of the Committee of Finance, and I know the contrary.—With regard to the measure itself, I not only think that it should be suffered to pass, but that it should be suffered to pass with applause and gratitude. The measure being acknowledged on every side to be useful and necessary, I see no reason for its being delayed. The Hon. Gentleman behind me, the display of whose talents I regard with pleasure, as I think every display of talents should be regarded in this House, particularly in a young man, has gone at large into the history of these matters. He offers to prove, by reference to the documents from the reign of James I. that the Admiralty and Navy Boards have powers adequate to the correction of these abuses. But if the Admiralty and Navy

Boards have, ever since the reign of James I. had this power, and have neglected to exert and apply it, this is the strongest reason why that power should now be lodged in other hands. I hope the authority of the late First Lord of the Admiralty will not be adduced in opposition to the Bill, and I am certain it cannot; for surely this is not a contest between the late First Lord of the Admiralty and the present. I do remember, Sir, a statement of these abuses made while the late First Lord of the Admiralty was in office, which stated the amount of the plunder and embezzlement in this department to be full 3,000,000l. a-year. This statement was made, Sir, professedly for the purpose of applying a remedy; and if the Noble Lord had been still in office, the present Bill would have been proposed under his auspices. A number of Learned Gentlemen censured this Bill on the ground of its being *ex post facto*, and undoubtedly it is so: for every Bill for the correction of abuse must be subsequent, in point of time, to the existence of that abuse. Sir, I will, on this occasion, only repeat the expression of Lord Burleigh in a similar case of inquiry, in the reign of Elizabeth. Sir, on its being remonstrated to that great man, with respect to an inquiry into abuse and embezzlement, that the inquiry had a retrospective tendency, and involved things long past, and persons who thought their conduct secure from investigation, he said, undoubtedly it did so. If you had lost your purse on the road, said he, how would you go about to find it; would you not go back the way you came? So it is now with us. The Queen has lost her purse, and we are going back to seek it on the way in which it was lost. A Learned Gentleman has also mentioned something with respect to the Noble Lord at the head of the Admiralty; a matter which I advert to with the more regret, as this is not the first time that I have heard such attacks made, and as they seem now to be formed into a system. He has cited the case of an old servant dismissed from the dock-yards, after a service of thirty years, and endeavoured to excite the commiseration and resentment of the House and the country for this old man. Sir, a sufficient and satisfactory explanation has been given of that matter; yet I am sorry any explanation was offered. If the character of the Noble Lord be not so high as to afford a sufficient answer to any question that may be asked on this subject, if it be not sufficient to insure, that after such a length of service, no man would be dismissed without strong and sufficient cause, then no answer is sufficient. But let a motion be made for the removal of the Noble Lord at the head of this department, and then it will be seen in what manner the insinuations and calumnies attempted to be cast on him will be replied to. Sir, it is not possible that the Noble Lord who has so highly distinguished himself in the cause of his country should not set a due value on those men who form the tools, and instruments, and materials, of his glory; but it is possible, Sir, that the best and most skilful and oldest workman may impair the value of his skill and the regard due to his length of service, by a caballing and mutinous disposition. Sir, I would recommend to the Noble Lord and his associates to consider the effect of declarations of this nature; for if an idea be suffered to go abroad that workmen are discharged wantonly and inconsiderately, without any regard to their merit and length of service, every one must see how much it must take away from the spirit and strength of the people. I have already said, Sir, that the imputation of motives different from those assigned, was unparliamentary, and I certainly should be unwilling to fall into a practice which I condemn; but really, Sir, when I see an opposition commencing with a condemnation of measures, in order to discredit the men, and terminating in approbation of

the measures, but abuse of the men, I must surmise, that the motives by which that opposition is actuated are not the fairest or the best. I say this, Sir, merely by the way, and not at all with an intention of following the Noble Lord's example in going the round of every practice I have disapproved. Sir, I have nothing more to say, than to give my fullest approbation to the Bill, and to hope, that the signal for the reformation of abuses, hoisted at the main-top of the Admiralty, will be answered, and carried into execution, throughout the whole naval department."

MR. ADDINGTON appealed to the instances of various Commissions appointed under the authority of the House of Commons, subject to partial renovation by the Crown, and not excluded from the hope of pecuniary compensation for their trouble; as evincing that there was nothing unconstitutional in the mode in which the Commission of the present Bill were liable to be renovated by the appointment of Members of the House. He, however, signified his readiness to satisfy, by an amendment which should omit certain words, the objection the last speaker had urged.

MR. SHERIDAN insisted on the force of his objection, and on the necessity of removing it by an insertion in the Bill.

THE ATTORNEY GENERAL defended the amendment by an omission, and this was at last adopted.

MR. ADDINGTON moved the insertion of a clause to authorise the Commissioners to nominate their own clerks and other immediate servants. It was adopted, forwarded, and added to the Bill.

The Bill being then read a third time, passed, and was ordered to be on Monday carried up to the Lords by Captain Markham.

HOUSE OF LORDS, DEC. 20.

MR. MARKHAM, MR. ALEXANDER, and several other Members from the House of Commons, brought up the Bill for correcting abuses in the Naval Departments, which was read a first time.

DECEMBER 21.

Several Bills, brought up from the Commons on Thursday last, having been yesterday read a second time, now passed under the consideration of a Committee of the whole House.

The Bills brought up yesterday were read a second time.

Among these was the Bill for the appointment of a Commiſſion to inquire into abuses committed by certain Boards employed in the Naval department of the public service, and by Prize Agents.

LORD PELHAM, rising to move the second reading of this Bill, spoke nearly as follows:—"My Lords, it is obviously requisite, upon introducing to your particular attention a Bill of such manifest importance, to say something of its nature, of its ends, and of the degree in which the extraordinary provisions that it offers to establish, may be compatible with the fundamental laws of these kingdoms, and with the constitutional liberties of the subjects. I therefore regret exceedingly, that the Noble Lord at the head of the Admiralty should have been, by indisposition, rendered unable to favour the House with his assistance upon this occasion. Your Lordships will the more sensibly feel the inconvenience of his absence, since the duty of saying a few words on the Bill devolves upon me, whose habits of life have not led me to acquire any considerable knowledge of the peculiarities of naval affairs. If the great objects which this Bill has in view, could be accomplished by any less unusual and extraordinary means, I should certainly feel very great reluctance to have recourse to a measure liable

to meet any such objections as are said to have been urged against this one. If there were, in its principles, any thing utterly irreconcileable to the spirit of the Constitution, there are no considerations of expediency, on which I could be induced to give my consent to its passing into a law. But it is the strong and earnest voice of the country, that gross abuses have been committed in those departments in which is the detail of the pecuniary transactions between the Government and the gallant Naval defenders of the national safety; and, however I might hesitate to allow that the Board of Admiralty does not, in fact, and in law, possess all the powers which are necessary to its discharge of every duty of inspection and control, that belongs to it; however I may doubt the propriety of any of the great Boards of Administration coming upon any smaller difficulty to Parliament, with demands of new authorities; yet I have that confidence in the public virtue, and other great qualities of the Noble Lord at the head of the Admiralty, to believe that only a strong sense of public necessity could have induced him to propose what may have, to any persons, an air of severity —that he would not have inclined, on any account, to devolve on a new commission any part of the public service which he found his own Board competent to discharge. And we have before us, my Lords, the high testimony of the other House of Parliament; that they are convinced of the existence of the abuses generally stated in the Preamble to this Bill; that they despair of remedying those abuses by any less extraordinary means; that they consider the provisions of the Bill as in no respect encroaching on the constitutional liberties of the subject. Less than this I should not conceive to be implied in those sanctions, in consequence of which the Bill is now before us. That Committees of Inquiry have been before instituted, that the same powers have, for like purposes, been granted, is easily to be evinced by reference to the Committee of Finance, and other Committees, which, if that were necessary, it would be easy to enumerate. To the progress of a Bill, then, which proposes so much public good; which asks for this, but a temporary commission with extraordinary powers; which aims at no infringement of the liberties of the subject; which prepares to redress the grievances of a class of men, for which we are all certainly disposed to do as much as possible; to a Bill, of which such are the characters and views, I may, I hope, without presumption, expect that your Lordships will be disposed to give all due attention and encouragement; yet it had been to be wished, that the framers and promoters of this Bill could have introduced it into the House at an earlier time, or at least a time more convenient for your mature consideration of it. Had the necessity been less urgent, there would have been greater respect for the House in avoiding to press the Bill upon us so immediately before the holidays. But your Lordships will, no doubt, sacrifice every inferior consideration to your concern for what is substantially the public good. Upon these grounds, I would now beg leave to move the second reading of this Bill."

Lord Nelson—"My Lords, in the absence of my Noble Friend, who is at the head of the Admiralty, I think it my duty to say a few words to your Lordships, in regard to a Bill, of which the objects have an express reference to the interests of my profession, as a seaman. It undoubtedly originates in the feeling of the Admiralty, that they have not the power to remedy certain abuses which they perceive to be the most injurious to the public service. Every man knows that there are such abuses; and I hope there is none among us who would not gladly do all that can be constitutionally effected to correct them.

Yet, if I had heard of any objection of weight urged against the measure in the present Bill, I should certainly have hesitated to do aught to promote its progress through the forms of this House. But I can recollect but one thing with which I have been struck, as possibly exceptionable in its tenor. It authorises the Commissioners to call for and to inspect the books of merchants who may have had transactions of business with any of the boards or prize agents, into whose conduct they are to inquire. But the credit of the British merchant is the support of the commerce of the world: his books are not lightly, nor for any ordinary purpose, to be taken out of his own hands. The secrets of his business are not to be too curiously pryed into. The books of a single merchant may betray the secrets, not only of his own affairs, but of those with whom he is principally connected in business; and the reciprocal confidence of the whole commercial world may, by the authoritative inquiry of these Commissioners, be shaken. All this, at least, I should have feared as liable to happen, if the persons who are named in the bill had not been men whose characters are above all suspicion of indiscretion or malice. I may presume it to be the common conviction of the merchants, that in such hands they will be safe; since they have made no opposition to the bill in its progress—and since they have offered no appearance against it, by counsel, at your Lordships' bar. And truly, my Lords. if the bill be thus superior to all objection, I can affirm that the necessities, the wrongs, of those who are employed in the Naval service of their country, most loudly call for the redress which it proposes. From the highest Admiral in the service, to the poorest cabin-boy that walks the street, there is not a man but may be in distress, with large sums of wages due to him, of which he shall, by no diligence of request, be able to obtain payment: not a man, whose entreaties will be readily answered with aught but insults, at the proper places for his application, if he come not with particular recommendations to a preference. From the highest Admiral to the meanest seaman, whatever the sums of Prize-money due to him, no man can tell when he may securely call any part of it his own. A man may have 40,000l. due to him in prize-money, and yet may be dismissed without a shilling, if he ask for it at the proper office, without particular recommendation. Are these things to be tolerated? Is it for the interest, is it for the honour of the country, that they should not be as speedily as possible redressed? I should be as unwilling as any man to give an overweaning preference to the interests of my own profession. But I cannot help thinking, that, under all the circumstances of the affair, your Lordships will be strongly disposed to advance this bill into a law, as speedily as may be consistent with the order of your proceedings, and with due prudence of deliberation."

THE LORD CHANCELLOR, leaving the Woolsack, addressed the House in a speech of the following purport:—"My Lords, however unwilling to offer any thing like opposition to a measure which, like that of the bill upon your table, is directed to the great ends of correcting flagrant abuses in the public service; yet I cannot approve the manner in which this Bill comes before you. It comes so immediately before the time of your accustomed recess, that it remains scarcely possible for you to give it due consideration, without interrupting its progress. Besides, I cannot but own, that the veneration with which I am inclined to regard our ancient Constitution, and the legal establishments of this country, is such as to make me extremely reluctant to have recourse to any extraordinary means which are not, by those

laws and that constitution, familiarly recognised; unless I should be fully convinced, that there are within the provisions of the law, no remedies for abuses, the most flagrant and enormous, which the Government and the Legislature may be called to correct. The Noble Lord speaks with delicacy and modesty of his professional feelings; and I also may be influenced in my views of things, by habits of reflection and comparison, which the duties of my profession, as a Lawyer, may have induced. But I will own, that I have yet to learn, what crime, or what civil injury, the Laws of England may not, in their present state, be effectually applied to punish or redress. And what advantage, my Lords, is to be derived from an inquiry into the past, which you cannot lawfully institute, without, at the same time, accompanying it with a pardon for the past? For, whatever the provisions in this Bill, it will be found that they are not to be carried into effect in any manner that shall, in the slightest degree, intrench on the known constitutional laws of this country. No man is ever to be condemned, otherwise than by his own free voluntary confession, or by the sufficient evidence of others. It will become your Lordships to apply to the discussion of this bill in a Committee of the whole House, with so much the more vigilant care, since you are, at so short a notice, and with so little time for delay, called on to give it your full consideration, and your final sanction.—We can never be backward to the redress of abuses; but one duty, pre-eminently ours, is to prevent the spirit of the laws of England from being lightly vitiated. I am very far from desiring, by any thing I may now say, to instil into the minds of your Lordships any prepossessions against this bill. All I should wish is, to recommend it, in every clause, to your particular consideration in the Committee. It proposes a great object of public good, which we shall all rejoice to accomplish, if we can accomplish it without evils, for which it would not compensate. But even that good we must forego, if we should be called to violate, for its sake, a single iota of the Constitution."

The Bill was then read a second time, and ordered to be considered in a Committee of the whole House to-morrow.

DECEMBER 22.

It was moved, that the House should go into a committee, on the Bill for a Commission of Inquiry into the conduct of certain Naval Boards, and of Prize Agents.

His Royal Highness the Duke of Clarence, rising to move an amendment in that motion, spoke nearly to the following effect:—

"My Lords, if any thing could appear to me more surprising than the tenor of this bill, it is, that a measure of so extraordinary a nature should be urged through the forms of this House, at a period in the session, when it is the least probable that your Lordships should have time to give it your serious and mature consideration. Is it that the authors and promoters of the bill, conscious, how little worthy it is of your deliberate approbation, wish it to escape into a law, in circumstances in which that discussion may be eluded, which neither its principles nor the detail of its provisions, are fitted to meet? Are the grievances it proposes to redress, so very intolerable, that we must proceed against them in a hurry of inquiry and correction, too precipitate for thought, too abrupt for order, too impetuous to brook the accustomed restraints of the constitution? Is the corruption so total, so nefarious, so irremediable by more ordinary expedients, so immediately and fatally destructive, that we must sacrifice to its instant correction, all the established maxims of legislative wisdom? How is

it possible, my Lords, for the authors of this bill to expect that your Lordships should proceed in it, while his indisposition, or whatever other reasons hinder the Noble Earl, in whose department of administration it has originated, from favouring this House with his assistance for its discussion? I regret exceedingly, my Lords, the absence of that Noble Earl. On his services in the war I put the highest value. His honours have been gloriously earned, and are not greater than his merits. His life has been passed in professional activity: and there is no branch of the naval service which he may not have had opportunity to examine with that diligence and perspicacity, by which its wants and disadvantages might be infallibly discovered. I should, therefore, have wished to put the question to that Noble Earl, whether he has actually found the powers of the Board of Admiralty to be absolutely unequal to those purposes of inquiry to which this bill is destined? Such a measure cannot have been proposed without much inquiry, without many discoveries of malversation. Has it, then, been stated to the House, that facts sufficient to justify inquiry, are certainly known; that complete inquiry has been attempted, but without success, for want of the necessary powers; that the inquiries of the Commissioners under this bill, will furnish adequate means for the remedy of every present evil, and the effectual prevention of all future abuse? Without these grounds of procedure—grounds which I do not imagine that we can expect to obtain, I think it impossible that we should go a step farther in the examination of this bill. What new powers, my Lords, does the Noble Earl desire? Is it not enough that he has, at the head of the Board of Admiralty, the whole naval authority of the King of Great Britain? For His Majesty's power, I can affirm, my Lords, is more fully delegated to the Board of Admiralty, than to those who are at the head of the army, or to the ministers in any other branch of the administration. If this be not sufficient for all his ends of executive vigour and patriotic controul, I know not what it is that will content the Noble Earl. Where is it that he finds all this corruption? Not, undoubtedly, in the Board of Admiralty? Not in the Navy Board, by its construction so little capable of abuses, and at the head of which are gentlemen whose characters are infinitely superior to any thing like suspicion or reproach? The service of the Victualling Board has been performed in a manner from which the highest advantages have accrued in the course of the war. The Transport Board had, anciently, an existence, in the reign of King William. Its renewal, in more recent times, was to meet no fancied necessities in the public service. By late improvements in its modes of operation, its transactions have become more eminently beneficial. Of its abuses I have not particularly heard; but, sure I am, that its utilities have much more than compensated all the expence at which it has been maintained. The same may be said of the Sick and Hurt Board. But, it is in the dock yards, in the arsenals, my Lords, that the abuses exist. There they are flagrant, enormous, such, indeed, as are not, without extraordinary vigour of interposition, to be remedied; but, as remedies for the abuses in the dock yards, all the provisions of this bill are perfectly nugatory. There must be an entire change in the system—a change to effect which, the Admiralty wants no new powers, though perhaps a more sagacious and discerning use of those with which it is already invested. Alter, with due wisdom, the system of the dock yards, and you shall have accomplished every reasonable purpose at which this Bill can point. I have to regret, my Lords, that by the haste with which this Bill has been advanced through the pre-

vious forms of Parliament, I have been precluded from acquiring, in regard to its detail, all that information with which I should have desired to address your Lordships on a subject of such extraordinary importance; but I will take it upon me to affirm, that, if I have any acquaintance with the interests, the duties, and the relations of the profession to which I have the pride to belong; if I have any experience in naval affairs; if I be fit to command one of His Majesty's ships of war, or to lead one of his squadrons, this Bill is, in its principle, and its provisions, nugatory, ridiculous, mischievous, and unconstitutional. My Lords, I will speak freely. It is to the Noble Lord at the head of the Admiralty that I impute the origin of the Bill. I think it but justice to acquit the other Gentlemen who sit with him at that Board of any eminent share in its folly or its mischief; but, I greatly doubt, that I should not exceed the truth, if I were boldly to affirm, that every statement relative to naval affairs, which has come before the House from that quarter since the commencement of the present Session of Parliament, has been of a nature to mislead you. Of the abuses in the agency for prizes, I am not now inclined to speak particularly. They are, indeed, flagrant; but they may be advantageously remedied, otherwise than by the provisions of this Bill. Upon all these considerations, I move your Lordships, that the motion be amended, by leaving out the word "now," and inserting, in its stead, the words "this day three months."

The Lord Chancellor.—"I have signified to your Lordships, on a former occasion, that I cannot consider the tenor of this bill with entire satisfaction. I doubt whether its provisions be adequate to the ends which it has in view. I feel a reluctance to encourage any measure that, without extraordinary and most urgent cause, departs out of the common road of the laws of England.—I cannot but regret the extreme shortness of the time, which is, in the progress of this bill, allowed for our deliberation. I should have rejoiced if we could have had the assistance of the Noble Earl at the head of the Admiralty, whom indisposition alone can have hindered from attending the particular discussion of a measure of such novelty and magnitude in regard to naval affairs. But these, my Lords, operate upon my mind, not as considerations to restrain us from going immediately into a Committee upon this bill, but merely as reasons why we should examine its clauses in the Committee, with jealous and attentive vigilance. That the abuses which it offers to remedy, have an actual existence, and require immediate correction, it were vain to deny. It could not have been proposed, under the auspices of the Noble Lord at the head of the Admiralty, without a strong conviction in his mind of its necessity for the immediate benefit of the public service. That it has been brought up under the sanction of the Lower House of Parliament, is a proof, that the Members of that House believed those abuses, whose correction it proposes, to be sufficiently real in their existence, and of sufficient magnitude to demand a correction of this extraordinary nature. Yet, it is not so unexampled, as to be, on the score of novelty merely, subject to any powerful objection. Commissions of inquiry are no new thing in the government of this country; they have been, and at various times, appointed; they have exercised their powers in regard to various parts of the public service. That much benefit has been derived from their diligence is not to be denied, and it is not remembered that any invasion of the liberties of the subject was ever made by their abuse of their powers. What! my Lords, when there have been Commissions to inquire into every branch

of the civil administration; into the œconomy of His Majesty's household; into the emoluments and functions of the persons employed in the offices of the Treasury; into the very functions and emoluments of the Supreme Courts of Judicature; are we to be told that there is something too sacred for inquiry in the characters of the Transport, the Victualling, the Sick and Hurt Boards? I differ, with great deference, from the illustrious personage who has spoken before me. But surely the contrast between an inquiry, which spares not even the sanctity of those High Courts of Judicature, whose incorruptibility has ever been infinitely above all suspicion, and that delicacy which would shield a Victualling Board from inquiry, must be too conspicuous not to strike the mind of every Noble Lord by whom I am now heard. That illustrious personage has mentioned, that the Board of Admiralty has all the power which the King of Great Britain can delegate to it; and is surprised that more should be demanded. But the truth is, that, for the purposes of the intended inquiry, a power is wanted, which His Majesty has not to bestow. It is a power which can be delegated only by an act of the whole legislature. And, if the inquiry be necessary, the commission must, of course, have a power greater, in one respect, than those which the Admiralty receives from the King. My Lords, I cannot but suppose, that a very erroneous opinion must have been conceived and propagated, in regard to the inquiries proposed in this bill; otherwise, they could never have become so much an object of alarm and opposition. It is wrong to suppose, that this inquiry will not tend much more to reflect new lustre on the integrity of the upright, than to bring to light the shame of the guilty. The similar inquiries of former commissions served much rather to put to silence the abuse and calumny of unjust suspicion, than to detect any hidden corruption in the public offices. We are not to mistake inquiry for condemnation. It will be our proudest boast to find that the keenest inquiry can tend only to add new respect and honour to the characters of those even who are employed in very subordinate situations in the naval service of this country. On these grounds, my Lords, I think it my duty to oppose the motion which has been made by the illustrious Duke."

The question was then put, upon the Duke of Clarence's amendment. The amendment was rejected: and their Lordships went into a Committee of the whole House upon the Bill, Lord Walsingham in the chair.

The consideration of the preamble was, as usual, postponed.

THE DUKE OF CLARENCE moved, as amendments on the clause, in which the names of the intended Commissioners are recited, that, "to the names of Sir Charles Maurice Pole, and Henry Nicholls, Esq. the respective naval distinctions of these Gentlemen should be added." He made these motions, because he desired it to be made as conspicuous as possible, that this Commission for Naval Inquiry had, among its members, Gentlemen, who were professionally conversant in naval affairs.

LORD ELLENBOROUGH opposed both these amendments, and they were rejected.

THE DUKE OF CLARENCE moved, that the clause specifying what parts of the naval service were to be the subjects of the inquiry, should be amended by leaving out the words, "referring to prize agents." He made this motion on the ground that, in regard to a matter so distinct as prize agency from the concerns of the inferior naval boards, a distinct inquiry, under a particular act, ought to be instituted.

LORD NELSON expressed, also, his desire, that the necessary inquiries into the flagrant abuses by prize-agents might be made the subject of a separate act. His Lordship, at the same time, owned, that there might be instances in which the delays in the payment of prize-money resulted, not from the villainy of the agents, but from accidents not easily avoidable in the common course of human affairs.

THE LORD CHANCELLOR suggested, that a method had been proposed, in the beginning of the war, for making all prize-money immediately payable into the Bank of England, under the management of an officer somewhat of the character of the Accomptant General in Chancery, precluded, by the nature of his office, from the possibility of committing abuses, and who should add the accumulating interest to the capital, till all claims might be finally adjusted, and the property of the prizes ascertained beyond dispute. His Lordship expressed a desire that some such plan might be, at length, adopted for the benefit of the seamen.

LORD ELLENBOROUGH, with many handsome expressions of feeling and regard for the interests of the seamen, signified his wishes to accord, on this head, with those of the Lord Chancellor. He defended the reference to the prize agents, in this bill, and the Duke of Clarence's motion was rejected.

THE LORD CHANCELLOR moved an amendment, to prevent the minute insertion of the names of individuals in the reports of the Commissioners, which was, after some conversation, adopted: as was also another amendment moved by his Lordship, to enable the Commissioners to receive the evidence of Quakers, on their simple affirmative.

THE LORD CHANCELLOR moved two amendments, by the effect of which, as they were both adopted, the bill ceases to confer upon the Commissioners any power of compelling evidence which the person examined can have a right to refuse at common law.

THE LORD CHANCELLOR, by another amendment, removed an inconsistency between the provision that the bill might be repealed this session, and that which declares it of force for two years.

LORD ELLENBOROUGH said a few words in favour of the general merits of the Bill.

THE DUKE OF CLARENCE spoke shortly against it. The report was then ordered to be received to-morrow. And the House adjourned.

DECEMBER 23.

The amendments made in the Committee upon the Bill for a Naval Commission of Inquiry, were reported by LORD WALSINGHAM.

It was ordered that this Bill should to-morrow be read a third time.

DECEMBER 24.

Their Lordships met at four o'clock.

The Navy Commission of Inquiry Bill being read a third time, passed; and was sent down to receive the assent of the Commons to the amendments.

HOUSE OF COMMONS, DEC. 27.

Some Members spoke against the Amendments, and others in favour of them, after which

THE CHANCELLOR OF THE EXCHEQUER moved the Order of the Day for taking into consideration the amendments made by the Lords, in the Navy Abuse Bill.

Upon the motion that they be read a first time;

THE ATTORNEY GENERAL stated, that the amendments would give effect to the Bill, as originally intended, and as such, the House ought to adopt them. He should not, however, observe upon any of them in particular at that moment, as the regular course would be, to consider them as they should occur upon the reading.

The amendments were then read a first time.—Upon the motion for the second reading,

The question was put on the amendments, which were successively agreed to, and the Bill was sent back to the Lords by Capt. Markham, signifying the assent of the House.

HOUSE OF LORDS, DEC. 28.

Their Lordships met at four o'clock.

The Bill for a Naval Commission of Inquiry was brought up from the Commons, with a message signifying, that the Commons had agreed to that Bill, as it was amended by their Lordships.

DECEMBER 29.

At about half after three o'clock their Lordships met.

The Commons with the Speaker at their head, attended at the bar.

The Lord Chancellor, with Lord Pelham, and Lord Walsingham, by a commission from his Majesty, signified the Royal Assent to the Naval Commission of Inquiry Bill.

MONTHLY REGISTER

OF

Naval Events.

ATTEMPT AT MUTINY.

IT is with extreme concern we have to record, in the pages of the NAVAL CHRONICLE, that a spirit of mutiny has broken out in our Navy, but are happy to add, it has only shewn itself in one ship, the GIBRALTAR, of 84 guns, on her passage from Gibraltar to Malta, in company with the SUPERB, DRAGON, and TRIUMPH. The intelligence was brought by the HOUND sloop of war; we have been favoured with the following particulars, which we lay before our readers, and cannot at the same time refrain from offering a few remarks on the heinousness of the crime.—The mutineers took possession of the ship, and ran her under the sterns of the others, cheering them, in the hope that the crews would join. Disappointed, however, in this expectation, the mutineers of the Gibraltar became panic-struck, and were easily subdued by their Officers, who conducted themselves with the greatest gallantry upon the occasion. The ringleaders of the mutiny were secured, and three of them had been hanged before the Hound sailed from Gibraltar. While we regret that the crew of one ship should be guilty of this conduct, we learn, with pleasure, the loyalty of the other three, and we consider these facts as a proof that this detestable spirit does not exist to any extent in our navy. The promptitude with which the most guilty have been punished is another subject of congratulation. We fear that this mutinous spirit has grown up under a want of discipline; not in the particular ship; we throw no blame on the Officers of it; but in the Navy in general. The only way of crushing, or extirpating it, is by punishing the guilty with the utmost rigour. Lenity has been tried too long. No class of men, who occupy the same rank in life, are so well paid and fed as the British sailors, and no class of

men have less ground of complaint. If wantonly they will provoke punishment, let the arm of justice strike! There has been too much indulgence. The Officers too should be responsible for the conduct of the men. Fortunately, we have an Officer so gallant, so experienced, and so remarkable for good discipline, presiding at our Admiralty Board, that it is presumptuous to give advice.

We lay before our readers, extracts of two letters we have received from Officers on board the *Dragon* and *Superb*, being the most particular accounts that have come to our knowledge.

SIR, *Dragon, Oristagni Bay, Sardinia, Nov.* 29, 1802.

As it is very probable that the mutiny, which lately broke out on board his Majesty's ship *Gibraltar*, may occasion much conversation in England, I conceive it my duty, and have taken the liberty to inform you, of the degree of firmness shewn by the detachment of marines serving on board that ship, during the whole of that most unfortunate event. I should have observed to you, that the above happened on our passage from the Rock, to rejoin the Admiral: The two ringleaders were seized, tried on board the *Dragon*, condemned and executed on board the *Gibraltar*, about three weeks since; so truly sensible was Captain KELLY of the merits of the marines, that in the clearest manner possible he pointed out to the Court (in his narrative) the dependence he placed in the whole of the detachment; a burst of applause instantly appeared in the Court, and the Members passed the highest eulogium on their meritorious conduct; which was inserted in the minutes of the Court Martial. The sensations of those present on the occasion are easily imagined, but to describe them would be impossible.

To this I beg to subjoin the Admiral's public thanks to Captain JOHNSON, the Officers of Marines, and the Detachment acting under them; which were ordered to be read throughout the fleet on the morning of the execution of the mutineers:—

(A COPY.)

Memo. *Kent, Oristagni Bay, 4th Nov.* 1802.

Whereas it appears in the minutes of the late Court Martial on the mutineers of the *Gibraltar*, that the Detachment of Marines, serving on board that ship, bore no part in the disgraceful proceeding of the 6th of October last, but, much to the credit of their Officers and themselves, maintained the character of the loyal and respectable corps to which they belong, by a steady adherence to their duty; the Rear Admiral takes this public method of expressing his approbation of their good and soldier-like conduct, and requests Captain JOHNSTON to accept his thanks.

(Signed) A. BICKERTON.

To the respective Captains, &c.

Extract of a letter from his Majesty's ship Superb, dated Oristagni Bay, Sardinia, Nov. 28, 1802.

On the 6th of October, we received orders to sail (we supposed for Malta), in company with the *Dragon, Gibraltar, Triumph, Superb*, and *Renown*. The crew of the *Gibraltar* expressed a wish to go to the westward, which they followed up with an alarming and unexpected disposition to mutiny, which, however, was soon quelled by the spirited conduct of the officers, assisted by the able, steady, and determined behaviour of the marines: several of the principals are in confinement, two have been tried and paid the forfeit of their lives. On our arrival here, we found the *Kent*, Admiral Sir R. BICKERTON; *Agincourt*, Captain RYVES; and *Monmouth*, Captain HART. Our future destination is not known; we are all in the dark why we are kept here; it is a bay where no ship of war ever entered before, and there is not

a house within five miles of the shore. We lately had a most violent gale of wind, in which the *Triumph* and *Renown* parted their cables. Captain RYVES has been to Algiers, respecting Mediterranean passes for our merchant ships, which is amicably settled. Lady BICKERTON is arrived here, and is very well.

LOSS OF THE HINDOSTAN.

We are extremely sorry to announce the loss of the HINDOSTAN East Indiaman, Captain BALSTON, near the Wedge Sand, in the Queen's Channel, Margate Roads, on Tuesday afternoon, 11th January 1803, about four o'clock. The Hindostan sailed a few days ago from Gravesend, and as the weather has been so extremely tempestuous, considerable apprehensions were entertained for her safety. It was the prevailing opinion that she had put back to the Hope; but on Wednesday night an express reached the India House, with an account of her loss. We are concerned to state that three midshipmen, Mr. HATCHETT, Mr. HAMMOND, and Mr. KENT, were drowned. Mr. CLERK, a cadet, and about twenty of the seamen, were drowned, killed, or frozen to death. Soon after she got on the bank, she filled with water with the flood; and as the sea made breaks over her, the remaining part of the crew who were saved were obliged to sit on the tops. Boats put off from the shore, and rescued them from their perilous situation; they were about 120 in number. At three o'clock, on Wednesday, some of the masts and part of the hull were to be seen above water, and it was the opinion of well-informed professional people, that if immediate exertions were made, part of the goods and specie might be saved. The bullion on board was private property, and amounted to about five-and-forty thousand ounces. When the ship struck, and no hopes of getting her off were left, she then being twelve miles from shore, two rafts were made, and a great part of the crew, passengers, &c. committed themselves to them in hopes of floating on shore. These rafts, by the violence of the waves, were dashed against each other, and most of the persons on them were drowned or killed: some escaped with their lives, and remained floating on the rafts. The Surgeon's servant had lashed himself to the mast, which going overboard, he was found frozen to death. The Active West Indiaman was lost at the same time, within two miles of Margate, and seven or eight persons on board were drowned. Though only two miles from Margate, the boats were twelve hours in reaching that ship, and in returning; what, then, must have been the delays and the perils in reaching and returning from the *Hindostan*, which was twelve miles off! The *Hindostan*, after drifting from her anchors on the evening of the 11th, found her pumps choaked next morning. The high north easterly winds blew so violently towards the river, raising a tremendous sea, that six or eight outward-bound ships returned to the Hope, but the *Hindostan* was fast aground; and from the first it was evident she must be lost. The mate, who is since arrived in town, was the last person that left the ship, and at that time the hull had fallen into three pieces. Very little, if any, of the cargo, it is supposed, can be saved, although it is very valuable, this being a richly loaded outward bound East Indiaman, the finest, perhaps, in the service, either as to dimensions, swiftness of sailing, or tightness and handsomeness of building. Her measurement was 1248 tons. This was her fourth voyage, and Mr. BALSTON's first voyage as commander; she was destined for Coast and China. No fault can possibly be imputed to the Captain, as he never has charge of the ship till she reaches Portsmouth; nor any fault even imputed to the pilot. The loss was occasioned by bad weather, the tremendous gale alone; the crew and officers did their

duty most faithfully. But few of the passengers were on board. Many were waiting at Deal to go on board in the Downs, others were going to Portsmouth. Though we must sincerely lament this loss, it is a great consolation to know, that it has been the effect of the elements alone.

Further particulars of the loss of the HINDOSTAN, *commanded by Captain* EDWARD BALSTON, *on the sands opposite the Reculvers.*

The *Hindostan* had rode the lee-tide out, and in tending to windward the pilot thought it necessary to heave in the cable to prevent the ship tailing upon the sand. The capstan bars were manned, but in heaving taught, a violent squall came on, and the ship taking a sudden range, the cable parted, when in an instant she was on shore; letting go another anchor would have been useless, even if there had been a possibility of doing it. It soon became evident that no prospect remained of saving the ship, and a great doubt if even the lives of the unfortunate crew could be preserved. The boats, all except the launch, were hoisted out, and before that could be done, the main and mizen masts went by the board: the cutters were soon stove against the ship by the violence of the sea, and the ship began to part about the main chains. Every thing that cool and steady conduct and intrepid seamanship could perform, was accomplished by Captain BALSTON: he directed the people to ascend the fore-rigging, as the only chance left of preserving their lives; while with a chosen band he employed himself in endeavouring to form a raft for the general safety; many were washed from the raft and drowned, and several were frozen to death in the rigging; two boats at length ventured from the shore to their assistance, by which most of the crew were saved. Mr. TURNER, the second Officer, and twenty men, were the last who left the ship: too much praise cannot be given to this Officer, by whose directions and activity the lives of many were saved; and who stopped by the remnant of the men to cheer and keep up their spirits till the boats returned a second time from the shore. At this period they were in momentous expectation of perishing, as the ship had parted in three pieces, and the sea was making an entire breach over her. The *Hindostan* was reckoned the finest ship in the East India service, and remarkable for sailing uncommonly fast. She was the full size of a 74 gun-ship, and mounted 38 eighteen pounders; had on board a valuable cargo, with treasure to the amount of forty-five thousand pounds. When the last account arrived, little of the wreck was above water, and the sea ran so hollow, that with the shifting of the sands it is thought none of the treasure or materials can be saved. In the midst of this unhappy business it is a great consolation to reflect, that not the smallest blame attaches to any soul on board, but on the contrary, every praise is due for their great and indefatigable exertions, and steady, seaman-like, and gallant conduct during the whole of this trying and unfortunate scene; and it is not doubted but the East India Company, with their usual liberality, will take the case of the unfortunate sufferers into consideration.

LOSS OF THE ACTIVE.

MARGATE, JAN. 10.—This evening, about six o'clock, the Active, of Greenock, Captain Hornby, a fine new West India ship, of 350 tons burden, laden with 300 hogsheads of sugar, &c. bound to Greenock, parted from her anchor in the roads, and came ashore within about half a mile of the pier-head, where she soon sunk; but owing to a tremendous surf, which, with the advantage of tide, soon completely rolled over her, our skilful seamen were unable to put off to her assistance; nor was there any possibility of discovering, from the faint glimmerings

of the moon, whether the crew had left her. After the sea had made a complete breach on her weather-side, she drove in shore, with her fore and mizen-masts standing, upon the Nayland Rock, at three o'clock in the morning; to which fortunate circumstance may be attributed the safety of part of the passengers and crew, who, had she remained where she first struck, would, in all probability, have perished. As far as we have been able to discover, they consist of 19 persons, and from lashing themselves in the shrouds, 10 out of 19 were saved. Five perished in the maintop, by the falling of the mast; one lad was washed overboard; and three were taken from the rigging, who perished by the spray of the sea, and from the inclemency of the weather. Every means of resuscitation on them were used by Mr. SLATER, a surgeon of this place, without success. Among the survivors are the captain, mate, and pilot.

EAST-INDIA INTELLIGENCE.

Jan. 4. The Purser of the Hindostan attended at the India House, and received his final dispatches for Madras and China. The Hindostan also touches at the Cape of Good Hope.

Yesterday the arrival of the extra ship Comet, from Bengal, was announced at the India House; she left that Presidency the 25th August, and St. Helena the 15th November last.

On Saturday, 8th January, the dispatches for Madras and China, by the Cumberland, were finally closed at the East India House, and delivered to the Pursers. Passengers—William Harcourt Torriano, Esq. Senior Merchant; Major John Norris and Lady; Mr. James Gordon, Writer; Messrs. Walter Shairp, Thomas Salvin, Edmund Goodbehere, David Binning, Cadets; and Miss Sarah Isaacke, a Native.

LAUNCH OF THE UNION AND LADY CASTLEREAGH.

On Saturday, 8th January, were launched, from the Dock-yard of Mr. Randall, at Rotherhithe, the Union and the Lady Castlereagh East Indiamen. The launch of the Lady Castlereagh first took place about half after two o'clock. She went off the stocks in very fine style. The Union met with some impediment, but that was speedily removed, and the latter was considered as a good launch. The Union is the larger ship, being 800 tons; the Lady Castlereagh is only 600.

After the ceremony of baptism was over, the company were ushered into one of the warehouses or workshops where the models of ships are kept, but they were previously removed, preparatory to the grand entertainment given therein by the owners. To form an idea of the size of this room, it is only necessary to say, that 370 persons dined therein. The dinner was in every respect a sumptuous one; the choicest wines and fruits were added. At half after four the company sat down to dinner. At six the Ladies retired to take tea in Mr. Randall's house. *Non Nobis Domine* was sung by Mr. Sedgwick and Mr. Smith, *God Save the King*, *Rule Britannia*, &c. In the evening there was a ball: the dances were kept up with great spirit till midnight, when supper took place, and about two o'clock the party broke up. The harmony of the evening was only once interrupted by a Gentleman (one of the company), who, being inebriated, took very unbecoming liberties with one of the Ladies. This conduct being made known, the offender was turned out of the assembly. Many of the first people were present; among whom were, Lord John Campbell, Hon. Mr. Campbell, Sir Hugh Inglis and Lady, the Portuguese Ambassador, &c. &c.

Several thousand spectators were assembled to witness the launch, and the attraction of a fine day induced many hundred more to be present than were expected. The gangs of notorious pickpockets, of which *Connoly* was the head, were extremely busy among the crowd. A vast number of Gentlemen were robbed. The Portuguese Ambassador lost his gold watch, and pocket-book, containing notes and bills of exchange of considerable value. His Excellency was

robbed in the sight of many persons, and attempts were made to secure the ring-leaders; but these desperadoes, by keeping together, threw out threats of defiance, and escaped apprehension by mixing among the crowd.

The 14th January a Court of Directors was held at the East India House, when it appearing, that the ships Lord Castlereagh, Hugh Inglis, and Calcutta, were not wanted to carry troops from the Cape to India, they were permitted to remain at Gravesend thirty instead of twenty days. The new ship building by Mr. Mellish, destined to St. Helena and Bengal, was stationed to Madras and Bengal; and the Lord Castlereagh to Coast and Bay; as was the Wexford for Coast and China, instead of China direct. The Ganges, 1200 tons, Captain Alexander Grey, and Alfred, 1198 tons, James Farquharson, were taken up for China direct.

The 19th January a Court of Directors was held at the East India House, when Captain Thomas Graham, of the Windham, took leave previous to departing for Ceylon and Madras. Captain Wales was sworn into the command of the Warren Hastings, destined to China.

The Honourable East India Company's ship the Comet, Captain Thomas Larkins, from the Presidency of Bengal, with a cargo of gruff goods, is arrived at Falmouth. The Comet left the Pilot in Bengal river in the middle of August. The following ships were shortly to sail for England, viz. The Sovereign, Captain Gilbert Mitchell; the Manship, Captain John Logan; the General Stuart, Captain Robert Albon Mash; the Caledonian, Captain John Craig; and the Northampton, Captain Robert Barker. The Comet met with some damage in a gale of wind in Bengal river, which detained her two months.

PLYMOUTH REPORT,

FROM DECEMBER 11, 1802, TO JANUARY 20, 1803.

Dec. 12. Put back by contrary winds, the Alligator West Indiaman, from London for St. Kitt's. She sailed again immediately. Went into the Sound from Hamoaze, and sailed to the Eastward, the Endeavour transport, from St. Lucia, with Colonel Stuart, the Staff, colours, and five companies of the 53d regiment of foot; they were to have been landed here, and were to occupy the barracks at Franckfort, but there was not room, and were, by an order from the War Office, to go round to the Eastward. Also, the Lion transport, with part of the 14th regiment of foot on board from Trinidad, and several light vessels to the Eastward.

14. This morning's tide went out of dock, the Mars, of 74 guns, having been thoroughly repaired; she is to go into ordinary up the Tamar. Went into dock to be broken up, the Conquerant, of 74 guns, being found not worth repair; all her serviceable knees, bends, and other timbers, are to be preserved, and laid up for further use, as was the case with the late Commerce de Marseilles, of 120 guns, broken up in the same dock last year; out of her timbers were preserved, and laid by for use, nearly 300 serviceable knees and bends, besides other timbers. This day, the Foudroyant, 84 guns. and Salvador del Mundo, 110 guns, were hauled alongside the Jetty Head, preparatory to going into dock to be repaired, which will be as soon as the Tonnant, 84 guns, goes out of the large North Dock, and the completion of the breaking up the Courageux, 74 guns, is accomplished.

16. Orders are come down to survey the Oiseau, of 44 guns, and Glenmore, of 36 guns, which are to go up the harbour for that purpose. Having been in constant service for several years past, they are very much out of repair, and leaky. The following are the names of the ships which are to be broken up in the course of the winter and next spring:—Cambridge, of 84 guns; Conquerant, of 74 guns (now breaking up); Prudent, of 64 guns; and Bienfaisant, of 64 guns, being totally out of repair, and not worth going into dock. The hulls

of the Alecto fire-ship, and several other small sloops of war, unfit for further service, have been sold by public auction at good prices. Colonel Formar and Captain Vinicombe, of this division of royal marines, are ordered to Portsmouth, to embark for sea service. Went from Hamoaze into Cawsand Bay, the Petterell, of 18 guns, Captain Lamborn, and Hunter, of 18 guns, Captain Jones, to wait for further orders. Last night and this morning it blew a hurricane at South West, with a heavy sea in the Sound, which lasted till eleven A. M. when it moderated: the men of war in Cawsand Bay, Hamoaze, and the Sound, per signal, struck yards and topmasts.

18. The Belleisle, of 84 guns, Captain Whitby, now fitting for sea in Hamoaze, is completely stored and victualled for six months, and is certainly destined for a foreign station; she is nearly completed in her ship's company, which are all prime volunteer able and ordinary seamen; if she is not quite manned in about ten days, she will be filled up to her number from the Naiad, of 38 guns, in Hamoaze, and then goes into Cawsand Bay, to wait for further orders. as to her destination. The Dasher, of 18 guns, Captain Delafons, is quite manned with volunteers, and is ready for sea in Hamoaze.

19. New contracts are advertised here by the Agent Victuallers, for fresh beef, to be served on board his Majesty's Navy, here, and at Torbay, for six months certain; and several new contracts for different articles are advertised for the use of our dock-yard; the conditions of the contracts are very particular, and evince great intended vigilance on the part of Government. Yesterday, at sun-set, the Glenmore, of 36 guns, and L'Oiseau, of 44 guns, warped up safe into Barnpool, and this morning, at the tide of flood, weighed and got safe to their moorings in Hamoaze, previous to going into dock to be stripped and examined as to their soundness and fitness for further service, as they have run many years without intermission. Last Thursday a man named Rickards, belonging to the ordinary of the dock-yard at this port, having a suspicious appearance, was stopped and searched by one of the Wardens on duty, who found on him, in open day, three new locks and three screws, marked with the King's broad arrow; but on searching him further, a very large brass cock, quite new, was found in his trowsers; on his examination before the Commissioners of the Dock-yard, R Fanshawe, Esq. and the Deputy Solicitor for the Admiralty, at this port, the facts were so clearly proved, that he was fully committed to the New Gaol, Exeter, to take his trial at the next Lent Assizes for the County of Devon. The next calendar will be amply sprinkled with prisoners committed to take their trials for stealing, and having in possession King's stores of various descriptions to a large amount.

20. A regulation of some moment is about to take place respecting who are to be in future taken as apprentices, by the artificers of the different branches in the royal dock yards here, and at other ports. By this alteration it is intended that in future no young man shall be admitted as an apprentice to any artificer in each branch of business in the dock yard, except he be the son of a naval commissioned or warrant officer, or a son of an artificer belonging to, or that has formerly belonged to, his Majesty's dock-yards. The apprentices, under this regulation, if it should take place, are to have one-third of their wages allowed to their parents or guardians with whom they may happen to reside during their apprenticeship. This will be a great relief to many worthy families, as formerly all the benefits went to the masters of the apprentices, and the friends were obliged to find them board and lodging.

22. This day that beautiful ship, one of the trophies of the glorious first of August 1798, in the battle of the Nile, the Tonnant, of 84 guns, now in the Great Parlby Dock, north of the dock-yard, the largest dock in the universe, was coppered by several gangs of punchers and nailors, and it was supposed she would be ready this or the next tide, as the work is to be performed by task work, the artificers even working their dinner hours to complete her for commission. The Culloden, 74 guns, Captain Lane, fitting for sea in Hamoaze, is alongside the Yarmouth hulk; she will be ready for sea in about a fortnight. The Glenmore, 36 guns, Captain Maitland, and L'Oiseau, of 44 guns, Captain

Phillips, are almost stripped, and their stores landed at the wharfs of the dock-yard. The Boadicea, of 44 guns, is to be fitted for commission, and given to Captain Maitland, and the Doris, of 44 guns, to be given to Captain Phillips. The Salvador del Mundo, of 120 guns, is alongside the north Jetty Head, to go into the Great Parlby Dock the moment the Tonnant, of 84 guns, is coppered and goes out of dock. Le Conquerant, of 74 guns, another trophy of the Nile, is broken up to her lower gun-deck; all her serviceable knees, bends, and timbers, are piled for further services.

24. This afternoon sailed with a fresh breeze at north-east, the Dutch ship Dolphin, Captain Mathyse, of and from Amsterdam, bound to Surinam, laden with sundries, and having on board 170 soldiers.

26. La Tonnant, of 84 guns, now in the Great North Dock coppering, has a neat stern, elegantly finished in light carved work, with G. R. and a Crown in the centre of the stern railing, under the middle lanthorn, and her head is a bust of Jupiter hurling his thunder; all beautifully executed by Mr. Dickinson and Son, master carvers to the dock-yard of this arsenal. It has blown all night a dreadful gale of wind at S. S. E. and S. having shifted suddenly from N. N. E. with a pitching heavy sea in the Sound and near the Bridge of Redding Points; but there has not any damage occurred either in the shipping in Hamoaze, Barnpool, or Catwater.

28. Orders have been received at the dock-yard, not to commission the Boadicea, of 44 guns, as was at first intended, but the Doris, of 44 guns, and Beaulieu, of 44 guns, are to be commissioned in lieu of the Oiseau, of 44 guns, and Glenmore, of 44 guns, quite stripped, and ready to be paid off; the crews will rig the above frigates previous to their being discharged entirely. Captain Phillips and Captain Maitland are to have the Doris and Beaulieu. In the evening of last Saturday, as Mr. Livingston, gunner of the Prince Frederick, of 64 guns, late Convalescent ship in Hamoaze, and now lying in ordinary there, was going off from the Head, Morrice Town Dock, in the ship's boat, to sleep on board according to orders, he unfortunately fell overboard, and was drowned; the boat it is supposed gibed thwart a ship's hawser; the rest of the boat's crew were saved; his body has been dragged for, but has not been found, although a reward has been offered to bring it to his friends in Plymouth. Came in from a cruise, the Escort gun-brig, and from Cork and Dublin, with volunteer seamen for the fleet, the Hunter, of 18 guns, Captain Jones; she was out in very bad weather, in the Irish Channel, Saturday and Sunday last. This forenoon, the 2d Royal Garrison Battalion, selected from the serviceable non-commissioned officers and privates of the Royal Invalids of this citadel, by order of Major General England, Commander in Chief of this garrison, mustered by Captain Blackall, on the Grand Parade of the Citadel, previous to their being formed into a regiment of ten companies. This day the great sales of old and unserviceable sails, canvas, cordage, running and standing rigging, took place at the store house of the dock-yard, before Commissioner Fanshawe; the different articles fetched good prices, and the attendance from all parts of Dorset, Devon, and Cornwall, was very great.

29. Arrived the ship Dove, from Newfoundland.

30. Went up the Harbour the Aggressor gun brig, and the Hunter, of 18 guns, Captain Jones, to refit. At last it is settled, that the Boadicea, of 44 guns, Captain Maitland, is to be commissioned, and not the Beaulieu, of 44 guns. Captain M. hoisted his pendant on board the former ship. Last night the sky in the S. W. quarter appeared stormy; about ten P. M. it began to blow a gale of wind, which almost increased to a hurricane, and continued with great violence till twelve at noon, when it rather abated; the morning presented a frightful sea in the Sound and on Cobler's Reach, the waves making a clear break over the walls of the lower fort, Victualling Office Point, and the two piers of the Barbacan. The Penzance lugger lay in the trough of the sea in Catwater, near the battery of Princess Ann, and held but by one anchor; in this distressed situation the people on the Pier thought she would part, and go on shore on Deadman's Bay Rocks, where every soul on board must have perished; after two hours of anxiety, by the exertions of the master and crew,

she slipped her anchor, and fortunately wore round head to wind; the crew having, by uncommon exertions, got up the foresail, the jib being torn to atoms, she answered the helm well, and made for Sutton Pool, which she entered, being literally driven by the violence of the wind and sea through the sluices of the Pier Heads, to the joy of hundreds of spectators assembled on the Pier, who for several hours had given them up for lost. Great credit is due to the master and crew for their seamanship and perseverance on the occasion. This afternoon, as a Dutch galliott, the weather having moderated, was working out of the Sound, on her passage to Surinam, with butter and cheese, a sudden squall came on, off the May stone Rocks, east of the Sound, by which means she missed stays, and went on shore on the rocks, beat to pieces, and her cargo all lost; master and crew saved near Yealm River. The Nemesis frigate, Captain P. Somerville, rode out in the Sound the gale quite snug, having out three cables an end, yards and top-masts struck. In the height of the storm, pantiles flew about in all directions, to the annoyance of foot passengers; a few persons were slightly hurt; part of the Lieutenant-Governor's house was unroofed, and the centinels on the ramparts were scarcely able to keep their posts, the squalls were so violent and uncertain. If it had been spring tides, the lower part of the town near Foxhole Quay Parade, Custom-houuse Quay, and Barbacan, would have been under water, as was the case in the great storm of 1781, when a four-oared boat actually rowed from Foxhole Quay, through Foxhole street and Tin-street, and received bread, cheese, and beer, at the bottom of Haws-lane, and after the crew were refreshed, they rowed back at the top of the tide into the Pool of Sutton. This day at ten, A. M. during the storm, a boat, with a seaman on board, having an anchor on board for a vessel near the Victualling Office, tried to get through the Pier Head, an immense boar rushed in, upset the boat, and threw the astonished sailor high and dry on the Pier Head, without any hurt, to the no small diversion of the spectators who also received a ducking for their curiosity.

Jan. 1. Last evening as three boats belonging to some persons of Dock and Stonehouse were out, under Stadders' Height, Baresand Bay, in the Sound, endeavouring to save some of the floating wreck of the Prussian galliot, which was cast away in the gale of Wednesday night last, a heavy surf dashed them against the breakers, and the whole upset, by which means, out of fifteen persons on board, nine were unfortunately drowned: the six picked up were almost lifeless, but being immediately conveyed to their respective homes, by timely assistance all recovered. On Wednesday forenoon last, at high tide, in the midst of the dreadful hurricane of that tremendous day, the sloop Unanimity, of this port, from Cork to London, with provisions and butter, was driven ashore in Whitsand Bay, Cornwall, near this port. The vessel, crew, and cargo, were all, melancholy to relate, lost, but one black seaman. In the same gale, a fine American ship, the Juno, Captain Lionel Smith, being embayed, and very leaky, went ashore on the rocks of Whitsand Bay, where she now lies bilged; she had a valuable cargo of pearl, pot ashes, &c. on board, and was bound from Philadelphia to London; sailed the 24th of November from the Delaware, and had tried to bear away for Falmouth; Captain Smith saved all the ship's papers; a gentleman, his wife, and six passengers, and all the crew are saved, and the weather is more moderate—hopes are entertained of saving the greater part of the cargo The crew of the Prussian galliott lost last Wednesday, rowed in their boats round the Sound, not knowing where to land: fortunately they discovered, after some hours incessant toil and fatigue, the lights of the Nymphe frigate, Captain P. Somerville, for which they made, and when alongside were very humanely taken on board for the night. There has been all day the thickest and most impenetrable fog ever remembered in this country.

2 Letters received from Beverley in North America, from Captain Worsley, formerly of the Eliza, of New York, state the melancholy loss of that beautiful schooner the Duke of Clarence, Captain Fawkener, of this port, in the Gulf of St. Lawrence, in last October, in a very violent gale of wind; she sailed from this port in August last, for Newfoundland, with a valuable cargo,

which was exchanged for fish, and then sailed for Quebec; Captain F. sold the cargo to advantage, and reloaded for Liverpool; she started a butt end in a dreadful gale of wind in the Gulf of St. Lawrence, vessel and cargo lost, four of the crew saved on a desart spot of land, and were picked up off the island by Captain Worsley, and conveyed to Beverley; Captain F., Mr. Pickering, mate, and Mr. Elliott and Son, supercargoes, are among those who were unfortunately drowned, and much lamented by their friends and families. The effects of the storm, or rather hurricane of Wednesday last, have been visibly felt in this port; the sea rushed through the south wall of Mill Barre Bay, and carried all before it, several stores of near a ton weight were hurled many yards, and the water rushed into Mill Bay marshes like a sluice, and the fields are now a perfect sea as far as Bankside-field, the ancient limits of the sea in that quarter.

3. Came in the Rambler, of 14 guns, Captain Innes, from a cruise.

4. Very great credit is due to Captain L. Clarke, of the Juno, American ship, from Philadelphia to London, with passengers, and a valuable cargo of woods of different descriptions, and pearl and pot ashes, in hogsheads; when the ship struck at the top of the tide, she immediately settled among the rocks. Captain C. coolly collected his owners' and the ship's papers, and swam ashore safe; returned against the surf of the sea then running in on the beach, and with the seamen saved a lady with her children, on their voyage to London. The exertions of J. Hawker, Esq. American Vice-Consul for this, and dependent ports, as well as Mr. Pridham, broker, deserve the highest credit; nor should R. Pole Carew, Esq. of Antony, with his troop of Yeomanry Cavalry, be forgot for their services in protecting the property and passengers of the Juno; a great part of the cargo will be saved, and is to be sold to-morrow. Sailed the Nemesis, of 32 guns, Captain R. Somerville, to the eastward, having been quite refitted in Dock and Hamoaze. Arrived the Maria, of Dartmouth, from Newfoundland, with a cargo of fish; she sailed directly.

5. Sailed the Dasher sloop of war, for Ireland. Arrived the Neptunus, ——, from St. Ubes's, in distress; and Ranger cutter from a cruise.

6. Sailed the Eagle cutter, Captain Ward, on a cruise. It has blown hard all night. Went down into the Sound and sailed directly, the Dasher, of 18 guns, Captain Delafons, having been thoroughly refitted. The Belleisle, of 84 guns, Captain Whitby, being completely manned and fitted for a foreign station, with eight months' provisions and stores, made a signal to go down into Cawsand Bay; but when she came abreast of the Narrows the wind failed her, when she came to for the tide, and returned, being towed by the boats of the Masters' Attendants and boats of the dock-yard, to her mooring in Hamoaze: she goes down the moment the wind is fair.

8. The Belleisle, of 84 guns, Captain Whitby, in attempting to go into Cawsand Bay, was taken aback off the Devil's Point, and touched on the rocks, but the tide flowing, she soon swang off without damage; she got to her moorings off Government House, and this morning's tide went up to her old station in Hamoaze. Went out of dock, that beautiful ship La Tonnant, of 84 guns; after being completely repaired and coppered; she is allowed by judges of the naval properties of a man of war, to have the finest bearings of any ship in the service. The Malta, of 84 guns, is esteemed a fine ship; but La Tonnant burthens 90 tons more than the Malta: the same tide La Tonnant went out of dock; the Salvador del Mundo, of 120 guns, went into the Great Parlby Dock: she is to have a new head, be there repaired, and cut down to a ship of 84 guns: she is of an immense size, and when cut down will be a fine man of war of her class. The fogs these two days past have been almost impenetrable. Went up Hamoaze, the Atalanta, of 18 guns, Captain Mansfield; she is to be paid off, and re-commissioned immediately, her crew discharged.

10. The Atalanta, of 18 guns, Captain Mansfield, was paid off in Hamoaze, last Saturday, and her crew discharged. Captain M. immediately recommissioned her, and seamen already enter fast for her; she has been the most fortunate ship since the war of any of the cruisers, against the smugglers, having captured eight sail, with nearly 2000 ankers of spirits, besides bale

goods; each seaman has shared more prize-money in the last six months than his wages have amounted to. Came in the Gratitude, Capt. Reynolds, from Newcastle for this port; she got ashore in Firestone Bay, but floated off again without damage; the Eliza, of London, Donnelson, from Rotterdam, bound to Bristol, laden with Brandy and other goods; this vessel experienced much distress yesterday, off the Edystone, by the sea breaking in upon her, which stove the boat and water casks, and did other damage. On Saturday last, near Portland, she picked up eight hogsheads of French wine, floating on the water, and passed through upwards of one hundred more of the same sort, from which it is conjectured that some French ship must have been lost near that island; they also took up the head of a ship with netting fixed to it.

12. Letters from the Triumph, of 74 guns, Captain Sir R. Barlow, Knt.; the Superb, of 74 guns, Captain Keats; and the Dragon, of 74 guns, Captain Aylmer, dated the 25th of November last, from the port of Cagliari, in the Island of Sardinia, mention the account of the Mutiny on board the Gibraltar, of 84 guns, Capt. Kelly, exactly in the same terms as described by the Hound sloop, which arrived with dispatches from Vice-Admiral Sir R. Bickerton.

13. By the trawl-boats is learnt, that a great quantity of wreck, such as pipes of wine, staves, rigging, masts, spars, tops, &c. has been seen floating off the Bolt, and eastward, for some days past, by which it is conjectured that some ship with wine has foundered in the late gales of wind. Yesterday morning passed down the Royal George East Indiaman, standing W.

15. Came in from the Texel, with troops, for Louisiana, the Dutch transport the Phœbe. In the late hurricane at E. N. E she rode very hard with the rest of the ships there, and at length parted all her cables and anchors, and was literally blown out of the Texel to sea; the first port she made with difficulty was the port of Plymouth. The Master declares he never experienced such a heavy gale of wind at E. N. E.; he will be obliged to have new cables and anchors from this port before he can proceed on his voyage. El Salvador del Mundo, of 120 guns, which went into dock last spring, went out of dock yesterday; the intention of cutting her down to an 84 gun ship, is for the present given up. The Foudroyant, of 84 guns, built and launched at this yard a few years since, went into the Great Parlby dock, lately occupied by El Salvador del Mundo, which ship is now again alongside the north Jetty Head. Weather very severe, frost intense; thermometer two degrees below the freezing point.

17. On Friday morning the wreck of the American ship Juno, Captain Clarke, was sold at Tregantle, in Whitsand Bay. During the sale a sad accident happened; one of the men assisting in getting up a piece of timber, bruised his hand so badly as to occasion amputation. By letters from a vessel lately arrived at Spithead from the Straits, we learn that in the violent gale of wind at S. W. in the night of the 28th of November last, she fell in with and passed close aboard a schooner, which narrowly escaped being run down, if she had not providentially put out her lights, by which means she weathered the schooner. In the morning the ship saw the same schooner lying to, to leeward about two miles, all well, and the gale moderated; from every circumstance, it is thought by the owners to be the Lord Nelson schooner, Captain Croute, with pilchards and spices for Venice for a market, as it was about seven days after she sailed from hence the gale came on. Came in from a cruise against the smugglers, the Ranger, of 14 guns, Captain Frarer; he says the gale of wind last night in the Channel and the sea was dreadful.

18. Went up the harbour a foreign ship, supposed Dutch, but cannot learn her name as it blows so hard. A few days ago was landed out of the Tobago French West Indiaman, for Tobago, put in here through stress of weather from Bourdeaux, several animals of different descriptions, viz. a French trooper's horse, which was in a French regiment of cavalry at the famous battle of Marengo in Italy, nine Spanish mules and asses; and two blood ponies, intended as presents, they are in the London Inn stables, together with a most beautiful Spanish ram from Buenos Ayres: his fleece is of that soft kind of wool

called Spanish wool, and no doubt, if properly managed, will improve the breed of sheep in this country; he is finely proportioned, full of dignity, has four horns, and when angry butts in a grand style. By a late computation, it is said the decrease of residents in Plymouth, Dock, and Stonehouse, including sailors, soldiers, and royal marines, discharged since the Peace, amounts to little less than 40,000 persons, and yet the three towns appear very populous.

19. Came in from Liverpool, after a tempestuous passage, the Sirius, of 36 guns. She sailed from hence some weeks since for that port, to procure able and ordinary seamen for the ships fitting for sea at this port, and has brought round one hundred prime seamen, which will, most probably, be put on board the Belleisle, of 84 guns, Captain Whitby, and the Culloden, of 74 guns, Rear-Admiral Dacres, Captain A. H. Lane, fitting for a foreign station. For the future, pursuant to orders from the Admiralty and Navy Boards, all the blocks, and sheeves for blocks, in the Royal Navy, are to be manufactured in workshops to be erected within the walls of the dock yard at this port, and not in private manufactories as heretofore; it is supposed this will be a great saving to Government. Letters from Dublin, dated the 12th instant, state the violence of the late hurricane in Dublin Bay. The Rambler, of 18 guns, Captain Innes, rode very hard, and having parted two cables, was under the necessity of getting under way, and making sail to attempt going over the bar, which Captain Innes and his ship's company effected in the most seaman-like style, and came to in perfect safety.

PORTSMOUTH REPORT,

FROM DECEMBER 22, 1802, TO JANUARY 20, 1803.

Dec. 24. Went out of harbour the Hercules man of war.

25. The Bittern sloop of war, Captain Corbett, is ordered for the Mediterranean. On Thursday the Hydra frigate, Captain Mundy, was paid off, and recommissioned.

27. Sailed the Thames frigate, and Pluto sloop of war, to the eastward, to be paid off; the Charger and Monkey sloops of war, on a cruise.

28. This morning sailed the Thames, of 32 guns, Captain Holles, for Chatham, to be paid off.

30. This day sailed the True Briton East Indiaman for the river.

Jan. 1. Remain at St. Helen's his Majesty's ship Amazon, Captain Parker. La Determinee, of 24 guns, Captain Becher, is under sailing orders to proceed to the northward for men, where it appears there are many seamen unemployed, having been rejected by the ship-owners, in consequence of the late disagreements concerning a rise of wages. The ships at Shields, &c. have been manned with seamen sent from London. The new bason having been opened in order to take out of dock the Russell, of 74 guns; the Ajax, of the same rate, has been since taken in to undergo a repair. The bason is a very superb work; it will contain afloat six sail of the line, and can receive them at any time of the tide, there being at high water a depth of twenty two feet.

3. Arrived the Aurora frigate, from Lisbon and Cadiz. The Aurora had a very tempestuous passage, and touched the ground in coming in at St. Helen's, but got off again with the tide flowing. The Bittern sloop has made the signal for sailing. She is to convoy the Abundance, laden with naval stores for the Mediterranean. This day was landed here from his Majesty's ship Aurora, and delivered to Mr. Clark, waggoner, a quantity of specie from Lisbon, to the amount of about 8000l.

4. Sailed the Augustus Cæsar, Captain Kirby, and another ship, both for the West Indies; also the Ant cutter, Singer, for Havre. The passengers by the Ant are, Captain Saintclair, of the army, and six others. Went out of harbour the Columbine, Campbell, and sailed for Gibraltar.

5. Last night arrived at the Motherbank his Majesty's ship Hound, Captain Maxwell, from Gibraltar in sixteen days. By her we are concerned to hear, that a serious mutiny broke out on board the Gibraltar of 84 guns, which ship sailed from Gibraltar for Malta, in company with the Superb, Dragon, and Triumph, and soon after sailing, the crew of the Gibraltar mutinied, and took possession of the ship, and then she was run up under the sterns of the other ships, the crews cheering; but this signal not having the desired effect, the crews of the other ships retaining their loyalty and discipline, the mutineers became panic struck, and were then easily subdued by their Officers, who behaved very gallantly. The ringleaders were immediately secured, and three of them had been tried and executed before the Hound left the rock. We are also informed by this ship, that the States of Barbary have agreed to surrender three of their ports to the French. The Thetis frigate with invalids, left Gibraltar the same day as the Hound. The Hound has had very bad weather, and all her sails were blown away in a hurricane of wind on the 28th of December. This morning sailed the Bittern, of 16 guns, Captain Corbett; and the Abundance, W. Price, laden with a large quantity of naval stores, for the Mediterranean. Last night sailed from St. Helen's, the Determinee, of 24 guns, Captain Becher, for Dublin, to enter seamen. Remains at St. Helen's the Alarm frigate, Captain Parker.

6. The Abundance store-ship is on shore near the Isle of Wight. Passed by, the Earl Camden, and Royal George, from London, for India.

7 The Hound sloop of war, Captain Maxwell, from the Mediterranean, was released from quarantine this morning. The Abundance store-ship, which sailed on Wednesday for the Mediterranean, is on shore near the Needles. The Autumn sloop of war, Captain Richardson, and several vessels from the dock yard, are gone to her assistance.

9. Arrived the Thetis frigate from Gibraltar, and is under quarantine.

10. Sailed the Morgiana, Captain Raynsford, to assist the Abundance, on shore, on Sconce Point, near the Needles. This morning arrived the Kite, of 16 guns, Captain Pipon, from the Downs; and the Locust gun brig, from a cruise.

11. The Royal Marines, serving on board his Majesty's ships Donnegal and L'Hercule, are ordered to be augmented immediately; each ship to receive an addition of twenty, from head quarters at this port. His Majesty's sloop Port Mahon is going to the West Indies. Orders are received here this day to clear the Thetis frigate from quarantine. Remain as per last.

12. The Thetis frigate was this day released from quarantine. Sailed the Ant packet, Singer, for Havre, with six passengers.

14. Came into harbour the Aurora frigate. Sailed the Abundance store-ship, for Gibraltar; the Morgiana, of 16 guns, Captain Raynsford; and the Locust gun-brig, for Ireland, to raise seamen. The Donnegal, of 80 guns, Captain Sir Richard Strachan, is ordered to be got ready for sea immediately, and will be joined off Plymouth by the Belleisle, Captain Whitby, when both will proceed with sealed orders; it is supposed for the Mediterranean.

15. His Majesty's ship Barfleur, of 98 guns, docked the last spring tides; was, on Thursday last, placed on iron wedges, and hung on her shores, as a trial of a new plan for the more convenient and expeditious removing a false keel. The experiment was made in presence of the Commissioner, Builder, and other principal Officers of the yard. This new method saves a great portion of labour, as twenty-six men performed the service, instead of 200, which it used to require.

18. His Majesty's ship Leda is under orders to sail the first fair wind for Leith. The Donnegal, of 80 guns, Captain Sir R. Strachan, is receiving on board eight months stores, with an extra proportion of cables, six months provisions, and four months wine and spirits, in addition to the quantity already on board, and will proceed to sea, it is expected, as soon as completed.

20. Sailed his Majesty's ship Leda, Captain Honeyman, to the northward; and Hound sloop of war, to Deptford, to be paid off. Sailed the Autumn sloop of war for Ireland, and Locust gun-vessel on a cruise. Went out of harbour the Thetis frigate; and the Nissus, Sandland, for Dominica. The Donegal, of 80 guns, is ordered to anchor at St. Helen's preparatory to her proceeding to her station, in the Mediterranean. Remain at St. Helen's, his Majesty's ship Amazon, Captain Parker. Wind W. and moderate.

Promotions and Appointments.

Captain Joseph Spear, from his Majesty's sloop Lily, removed to the Chichester.

Lieutenant William Compton, from the Leander, is promoted to the command of the Lily.

Lieutenant Cowan, removed from the Cambrian to the Leander.

Lieutenant Maynard, of the Pheasant, and Lieutenant George, of the Boston, removed to the Chichester.

Lieutenant Alcock, of the Lily, removed to the Boston.

Captain Lobb has taken the command of the Isis, the flag ship of Vice-Admiral Gambier, *vice* Brace.

Lieutenant M. White is appointed to the command of the Pigmy, one of the finest cutters in the Navy.

Mr. M'Ilraith, Purser of the Britannia, is appointed Naval Officer at Antigua, *vice* Kittoe, deceased.

Mr. Jackson, Master Attendant of his Majesty's yard at Halifax, is appointed to the dock-yard at Portsmouth, in the room of Mr. Robb; and Mr. Paterson is appointed Master Attendant at Halifax.

Captain Robert Honeyman, M. P. late of the Topaze, has taken the command of the Leda frigate, *vice* J. Hardy.

Lieutenant I. E. Cawkitt, is appointed to the Nemesis.

Captain Brenton, lately appointed to the Minerve, of 38 guns, is the Officer who distinguished himself in so gallant a manner, in the Speedy brig *, in 1799. The Speedy, having under her convoy a ship laden with wine for Earl St. Vincent's fleet, and several other transports, was attacked, on entering the Bay of Gibraltar, by twelve Spanish gun-boats and a French privateer, four of which were sunk, and the rest compelled to run for shelter under the guns of Fort Barbary; the whole convoy being saved; and the trade in the Gut of Gibraltar remaining unmolested for some months after. For this very bold service Mr. Brenton was made Post Captain, and commanded the Cæsar, of 84 guns, Admiral Sir James Saumarez's ship, in the action near Algesiras.

Sir James Saumarez is appointed to the command of his Majesty's ships at Sheerness, and will hoist his flag on board the Albion.

Captain, formerly Governor, Hunter, has received a pension of 300l. *per annum*, for his very valuable services in New South Wales.

Lieutenant-Colonel Collins, of the Marines, and lately Judge-Advocate of Port Jackson, has been appointed Lieutenant-Governor of a settlement about to be formed at Port Phillip, in Bass Straits, in the southern part of New Holland, about latitude 40. The convicts going out in the Calcutta, are to form this new colony, and the military force is to comprise 200 marines, exclusive of Officers. Port Phillip, so named after Governor Phillips, is in the finest country imaginable, abounding with excellent harbours, and is considered as much superior in point of soil, &c. to Port Jackson. Lieutenant-Colonel Collins is intimately acquainted with that part of the world, and has written some interesting tracts on the subject. His salary is fixed at 500l. a year.

* For an accurate representation of this gallant action, see Vol. V. of the NAVAL CHRONICLE.

BIRTHS.

Lately, the Lady of Sir E Pellew, of a son.

On the 19th of January, the Lady of Captain Brenton, of the Navy, of a son and heir.

MARRIAGE.

Dec. 27, 1802. At Old Windsor church, Captain Codrington, of the Navy, to Miss Hall.

OBITUARY.

Miss Moulden, sister to Rear-Admiral Cooper.

Mr. W. Barber, Midshipman, on his return from the West Indies, in the Nelly, was washed overboard in a gale of wind and drowned.

HALIFAX, *Dec.* 1. 1802. His Majesty's ship Chichester, of 44 guns, arrived on the 20th of November from Jamaica. She sailed from Port Royal on the 12th of October; soon after which, a most malignant fever broke out, and previous to her arrival here, swept off sixty-four persons, including Captain Stevens, his son, and the following Officers, viz. Lieutenants Miller, and Avery; Mr. G. Miller, Surgeon; Mr. Varley, Surgeon's Mate; Mr. Hill, Boatswain; Mr. J. Luckey, Midshipman; twenty-seven seamen, and twenty-nine soldiers of the 85th regiment, who served on board as marines. I am happy to inform you, from the best authority, that all appearance of fever has left the Chichester, and her remaining crew, were this day cleared from quarantine."

On the 31st of December 1802, at his seat at Ham, near Richmond, Surrey, Vice Admiral Sir William Parker, Bart. but while the page of History is adorned with the names of heroes, who have acquired brilliant achievements to decorate the naval glory of Great Britain, that of Sir William Parker will ever stand with the most illustrious, the admiration of an approving nation, and an example worthy the imitation of a rising generation; the gallant Admiral served during the whole of the war. In June 1794, under Earl Howe, he eminently distinguished himself, and under Earl St. Vincent, in Feb. 1797, his irresistible ardour displayed the valour of the British flag. In him, the service has lost a most meritorious and able Officer, whose patriotic zeal, while his services were required, devoted them as from early life to the defence of his country. The tear that bedews the shrine of honour, will pay an equal tribute to the private virtues of the gallant Admiral.

We are extremely concerned to state, that as Dr. Blair, Physician of the Fleet at Jamaica, was going on shore at Port Royal, accompanied by two Surgeons, the boat was ran down by a sugar dogger. Every person on board was drowned. It blowing fresh at the time, the dogger could not render them any assistance.

Lately, at West End, near Southampton, Lieutenant William Foster, of the Royal Navy, aged 33 years.

On Tuesday, the 18th of January, in Wimpole-street, Lady Parker, wife of Sir P. Parker, Bart. sincerely and deeply lamented by her afflicted family and numerous friends. The many virtues, and the active benevolence, this excellent woman possessed, are too universally known to need any comment, and were fully evinced at the close of her well spent life.

Captain Baily, of the Royal Navy. This gentleman was Senior Captain of Greenwich Hospital during the Naval Administration of Lord Sandwich, and instituted that memorable process against his Lordship in the Court of King's Bench, in which Mr. Erskine first blazed forth so bright a luminary in the legal hemisphere.

THE

Marine List

OF

SHIPS LOST, DAMAGED, &c.

THE True Briton, arrived at Portsmouth, left China the 26th May, in company with the Canada, ———, Nile, ———, and Minorca, ———; the former put back leaky; parted with the others soon after sailing.

The Fransset, Muirhead, arrived in the Creek, spoke the following vessels, viz. on the 5th November, off Cerigo the Queen, Baker, from Smyrna.—4th December, off Carthagena, the Mary, of Leith, from Saloe to Guernsey. And the 6th December, off Malaga, the Minerva, of Hull, from Leghorn to London.

The Fame, Harvey, arrived in the Downs from Zante, spoke on the 5th December, off Cape Spartal, the Scarbro', Elliot, from Newfoundland to Genoa; she had lost her boats. Also the Gannet, ———, from Newfoundland to Civita Vechia, with loss of bowsprit.

Captain Thompson, of the Dove, arrived in the river, from St. Ube's, fell in with the Jacob Hendrick, from Charleston to Hambro. in distress, having lost most of her sails and boats.

The sloop Welcome, Watson, in ballast, is upset and sunk off Lowestoffe; one man saved.

The Selby, Peters, from London to Jamaica, sprung a leak in Margate Roads, and is returned to the river.

The Stonehouse, ———, of and from Plymouth, bound to Shields, is lost in the Humber.

The Duke of Clarence Fawkner, from Quebec to Liverpool, was totally lost the 28th September, in the river St. Lawrence.

The Bellona, Nichols, from Cadiz to New York, has been deserted at sea by the crew.

The Fingal, Kreniken, from Onega to Brest, is on shore near Onega, and it is feared will be lost.

The Three Friends, Flynn, from Cork to Lisbon, is stranded near Ferrol; cargo expected to be saved.

The Thetis, ———, Favourite, ———, and Seringapatam, of London, were all well at Gallipagas Islands, on the 26th August. The New Euphrates was also on that coast.

The Earl St. Vincent, Waters, from Zante to London, is reported to be lost off Malta.

The Iphigenia (a Dane), Cranwell, from Genoa to Hambro'; and the St. Antonio, Salas, from Spain, were lost the th December, near Guernsey.

The Lively, ———, from London to Harlingen, was lost early in December.

Le Volcan, ———, from Dunkirk, to New Orleans, was stranded near horeham, the 26th of December, but is expected to be got off.

The Peggy, Welsh, from Oporto to Cork, was spoke with by the Duke of York packet, arrived from Lisbon on the 24th of December, fifteen leagues to the westward of the Rock. She had lost all her masts, and three of the crew, in a heavy gale, and was leaky, making for Lisbon.

An English merchantman was lost the 23d December near Cape La Hogue. The crew consisted of thirty, nine of which were drowned.

The Defiance, Long, from London to the South Seas, is lost on the coast of France, and eight people drowned.

The Friends, Martin, from Cork to Gibraltar, is lost at Lisbon; crew saved.

The Hercules, Drabe, from Memel to Leer, is totally lost on the coast of Jutland. Crew and part of cargo saved.

The Mermaid, Blackett, coal loaded, is lost near the Texel.

The George, Gray, with coals, for London is lost in the Swin

The Sea Nymph, Storey, from Hambro, has received much damage by striking upon a rock in the Tyne.

The Nancy, Lyall, of Dundee, was wrecked near Bamborough Castle, on the 16th December.

The Providence, Jansen, from Bremen to Lisbon, was drove on shore near Calais, on the 18th December.

The Bremerlee, Bell, from Bremen to Hambro', is lost.

The Juno, Clark, from Philadelphia to London, is on shore at Plymouth.

The Jonge Jan Swaarts, Soers, from Amsterdam to Bayonne, is lost at Plymouth. Crew saved.

The Unanimity, Mitchell, from Cork to London, is lost at Plymouth. Only one boy saved.

The Baltimore, ———, from Baltimore to Liverpool; and the Northumberland, from Liverpool to Newcastle, run foul off Holyhead. The former is sunk in that harbour.

The Economy, Bassett, from Shields to London, is lost on the Ship Wash. Crew saved, and landed at Sunderland.

The Ocean, Atkinson, from the Baltic to Margate, is lost on the coast of Holland. Crew saved.

The Hindostan (a country ship), from China to Calcutta, is lost near Mocoa.

The Rio Nova packet, Conduit, from Valentia to London, is wrecked near Penzance. 12,500 dollars saved. Three men drowned.

The Edward and Mary, Nichols, of Penryn, bound to the Mediterranean, is lost at Penzance.

The Peggy, M'Callan, from Liverpool, was lost on Dundalk Bar, the 25th of December. Crew saved.

The Retrieve, Charter, from London to Bremen, is wrecked near the Texel. Crew saved. Great part of the cargo expected to be saved.

The Abundance storeship, from Portsmouth to Gibraltar, is on shore near Newtown, Isle of Wight.

The Sally, Curten, from Lisbon, which was stranded at Parkgate, is got off, and arrived at Liverpool, the 4th January.

The James, Leavy, from Liverpool to Cork and Jamaica, was lost near Waterford, the 28th December. Cargo and crew saved.

The Mona, Foulkes, from Jamaica to Liverpool, is totally lost off Bonmahon, near Waterford; crew saved. Part of the Dollars and some bales of cotton saved.

The Caldicot Castle, from Quebec to Liverpool, is put into Crookhaven with loss of mizen-mast, rudder, and other damage

The Olive Branch, Barker, from Hull to Naples, is put back leaky. Cargo landing.

The Primrose, Bell, from London to Hambro, is lost near the Texel.

The De Hoop, ———, from Norway to Trieste; and the Hardwick, of Dover, bound to the West Indies, are put into Penzance with damage.

The Diana (a Dane), bound to Havre, was drove on shore near Boulogne, the 28th December, but expected to be got off.

The Mary, Montburne, from Newfoundland to Quebec, is lost in the river St. Lawrence, with nine other vessels.

The Aurora, Merrick; and the Redbridge, ———, from London, are reported to be captured in the Pacific Ocean, and carried into Valparazo.

The Jeune Frederick, of Embden, was lost the 20th December, at Memisan, near Bourdeaux.

The Lucy, Craig, from Newfoundland to Barbadoes, has been deserted at sea. Crew taken on board the Harlequin, arrived from Demerara.

The Mary (of Sunderland), Duncan, with coals, for Plymouth, was lost the 6th January, on Spurn Point, on the Yorkshire coast.

The sloop Two Brothers, Clayton, from Lanelly to Caermarthen, foundered the 4th January, in the Bristol Channel.

The Neptune, Hepburn, from Shields to London, was totally lost the 8th January on Scroby Sand.

The Lydia, Bowce, from New York to Newry, was lost the 2d November at Long Beach, near Shrewsbury.

The Sarah, Stone, from Russia to Georgetown, South Carolina, has been deserted at sea by the crew.

The Earl St. Vincent, ———, of and from Plymouth, is lost at Cork.

The Advice, Harris, of South Shields, coal loaded, was lost the 17th December, on Hasbro' Sand.

The New Mary, Tweedle, from Yarmouth for Leith, is on ſhore near Hauxley, Northumberland.

The Catharine, Carlton, from Embden, is totally loſt on Winterton Beach.

The Levant, Roſkruge, from Liverpool to Venice, is on ſhore near Venice; crew ſaved.

The Brutus, Price, of Rocheſter, bound to the Weſt Indies, has been deſerted at ſea. The Captain drowned; the crew taken off the wreck by Captain Perrin, of the Richard, arrived at New York from London.

The Daniſh brig Onderneening, Johannes, from Rotterdam to Marſeilles, is on ſhore on a ſand near Margate; the crew ſaved.

The Abundance ſtoreſhip, from Portſmouth to Gibraltar, that was on ſhore at the Iſle of Wight, is got off with little damage.

The Grocer, Mayor, of Hull, bound to London, is on ſhore near Yarmouth.

The Squirrell, with coals, from Newcaſtle, to London, is on ſhore near Yarmouth; only three men ſaved.

The Ceres, Thompſon, and the Flying Fiſh, Millar, from London to Whitby, are on ſhore near Whitby.

The Good Intent, of Rye, Harmden; and the De Jonge Calsbux, Bauker, from Amſterdam to Lisbon, are on ſhore on the Main, near Margate.

The Good Intent, Brown, from Hartley to London, is on ſhore near Yarmouth; only three men ſaved.

The Active, Hornby, from London to Greenock, is loſt on Nailand Rock, near Margate; nine of the crew drowned.

The Hope, Sluboom, from Rotterdam to Alderney, has cut her cables in Margate Roads, and gone to Whitſtable.

The Vaſa Wall, Calaminus, from Cadiz to Rotterdam, is wrecked at Caiſter, near Yarmouth. Three of the crew drowned.

The Hindoſtan, Bailſton, from London to China, is loſt on Margate Sands; about twenty of the crew drowned.

The Supply, Johnſon, from London to Penſacola, is put into Margate, with loſs of an anchor.

The Pilgrim, Smith, from Hambro' to Hull, put into the Firth of Forth the 9th January, where ſhe has been on ſhore and received ſome damage.

The John Jacob, Reurds, from Amſterdam to London, is on ſhore near Loweſtoffe.

The Elfreede, Woller, bound to Antwerp; the Howe, M'Iver, to Malta; the Active, Miller, to Trinidad; the Rio Nova, Appleby, to Jamaica; the Lady Shaw Stewart, Parry, to Montſerrat; the Friendſhip, Roſs, to Madeira and Barbadoes, and ſeveral other veſſels, having loſt anchors and cables in the late gales, have put back to the Nore.

The brig Elizabeth, Smugo, from ——— to Lisbon, is on ſhore on Deal Beach.

The Providence, Bidwell, from London to Exeter, is loſt near Exeter.

The Bonaviſta, Martin, from Newfoundland to Poole, is put into Ilfracombe, in diſtreſs.

The George Frederick, Callo, from Copenhagen to St. Croix, is near Aldborough. Crew ſaved.

The Friendſchaft, Mews, from Amſterdam to Rouen, is on ſhore near Aldborough. Part of the cargo ſaved.

The Addra, Morris, from Boſton to Newfoundland, was loſt the 5th December, near Ferryland.

The Peel, Stephenſon, from Hull to Oporto, is put into Yarmouth, with loſs of anchors.

The Ratification, Dowell, from Concale to London, is loſt near Weymouth.

The Acteon, Smith, from Chriſtiana to Rocheſter, put into the Humber the 11th January, leaky.

The Mercury, Martin, is returned to the Humber, with loſs of an anchor and cable.

The Quatre Freres, of Nantes, Gateman, from Antwerp to Bourdeaux, was driven on ſhore the 23d December, near Calais.

The Hope, Hutchons, is on the Mud near Greenhithe, after being on ſhore on the Nore Sand, and cutting both cables.

The Eliza and Mary, of Newcaſtle; the Iſabella, ——; the Anne, of Sunderland; and the Anne, of Shields, are loſt near Shields.

The John and Robert, of Shields, is on ſhore near that port, but expected to be got off.

The Were, Tomlinſon, from Cadiz to Leith and Hull, was driven on ſhore the 9th January, near Alnwick, but expected to be got off; part of the cargo and ſtores ſaved.

The Williamſon, Wrangham; and the Alexander, Watſon, from London to Hambro', are put into the Humber with loſs of anchors and cables, having been blown out of the Elbe.

The Drie Friends, Janſen, from Baltimore to Amſterdam, is put into the Humber, with loſs of an anchor and cable, after being within five miles of the Texel.

The Vrew Margaretta, ———, from Bourdeaux to Amſterdam, was loſt on the Holderneſs coaſt, the 11th January.

The Bremen Packet, Wiſe, from Hull to Bremen, is towed into Newcaſtle, with loſs of maſts; the Mate and four people waſhed overboard.

The Meanwell, Holliday, from Bourdeaux to Hull and Newcaſtle, is on ſhore at St. Andrew's; part of the cargo landed at Dundee.

The Iſabella, Phillips, is loſt near Newcaſtle.

The Ruby, Burnett; and the William, Reay, are on ſhore to the northward of Newcaſtle.

The Nancy, of Dundee, from Sunderland, is wrecked near Holy Iſland.

The Lark, Perry, from Limerick to the North-weſt Fiſhery, is loſt. Crew ſaved.

The Catherine, Davis, from Wexford to Liverpool, was loſt the 29th December, near Strangford. Two men drowned.

The ſloop Nancy, of London, Pinſent, from London to Portſmouth, is got into Torbay after being much damaged and diſmaſted on the 10th Jan. near Portſmouth.

The William, Amott, of Whitſtable, bound to Sunderland; the Orwell, Ritches, from Ipſwich to Leith; the Sidney Smith, Briggs, from London to Hull, are on ſhore near Yarmouth. Crews ſaved.

A veſſel, ſuppoſed the Hope, of Aberdeen; and a very large foreign ſhip, ſuppoſed a Dutch or Daniſh Eaſt Indiaman, are loſt near Peterhead, and all the crew of the latter.

A brig, in ballaſt, from Bremen to Newcaſtle, is on ſhore near Peterhead.

The Commerce, late Ward, of Bridlington, from Dantzic, is loſt near Peterhead, with all the crew.

The London, Finkney, from London to Shields, in ballaſt, is on ſhore on Maplin Sand.

The Mary, Dawſon, from Dublin, is ſtranded near Drogheda.

The Mary, Wheatley, from Dublin, and the Fanny, Crawford, from Irvine, are on ſhore near Drogheda.

The William and Mary, ———, from Dublin, to Wexford; and the Batchelor, Howlin, from Dublin, are ſtranded near Wexford.

The Hero, Elſon, from Newfoundland to Waterford, is ſtranded at Baltimore, Ireland.

The Noſtra Seniora del Carmen, Caſas, from Petersburg to Barcelona, is put into Corunna diſmaſted.

The Friends, Gibſon, from London to Petersburg, put into Wiſely, the 11th December, to winter.

The Patroclus, Robinſon, from Leibau, for Hull, is on ſhore near Elſinore, and loſt anchors and cables, but expected to be got off.

The Drie Gebroders, De Boer, ſailed from Dover for Embden the 10th April 1802, and has not ſince been heard of.

The Providence, Watt, from Whitehaven to Dublin, was totally loſt the 6th January, and all the crew.

The Hector, Davies, from New York to Hambro', was wrecked near Flambro' Head the 17th of January. One man drowned. A ſmall part of the cargo ſaved.

The Three Siſters, Lizard, of Bridport, from Plymouth to Tenby, is on ſhore near Penzance. Crew ſaved.

The Flora, Kleen, from Bourdeaux to Hambro', is put into the Humber, with loſs of anchors and cables.

The James, Butchart, from Chriſtianſand, is loſt near Arbroath. Crew ſaved.

The Jeune Alexandre, Bardoil, from Port-aux-Prince to Bourdeaux, is arrived at La Flotte, off Rochelle, with damage.

The Ann, Meſſenger, from Leghorn to Liverpool, is loſt near Ivica.

The Dumfries, Gibſon, from Dumfries to Liverpool, was loſt the 9th January.

The Hope, Liddell, is loſt at Prior's Haven, on the Yorkſhire coaſt.

The Surprize, Carter, from Liverpool to Rotterdam, put into Newry the 7th January, with loſs of anchor and cable.

The Three Siſters, of Bridport, that was on ſhore near Penzance, is got off and carried into that place.

The Penguin, Peele, of Appledore, with coals, was loſt off Kinſale, 17th of January. People ſaved.

The Saliſbury, Humphries, from Liverpool to Barmouth is on ſhore and much damaged, near Wexford.

The Cantabria, ———, from Buenos Ayres, is loſt off the Azores.

The Alert, Maſon, from New Providence to North Carolina, is put into Charleſton in diſtreſs.

The Hero, Deane, from Newfoundland, is totally loſt on Lisbon Bar, and all the crew.

The Bebe, Hodgſon, from Briſtol to Dublin, is on ſhore in Dundalk Bay, and full of water.

The Britannia, Brown, from Demerara, is loſt at Antigua.

The Hannibal, Rhodes, from Stettin to Oporto, is loſt upon the Felgueira Rocks. Only one man ſaved.

The Thorley, Stephenſon, from Hull to Oporto, is put into Corcabio with damage, after being frequently off Oporto Bar.

The Margaret, of Yarmouth, from the Canaries to London, was totally lost the 9th January, near Oporto. The Captain, Mate, and a boy drowned.

The Providence, Vernes, from Havre, is lost near St. Domingo. Crew saved.

The Betsey, Fry, from Swansea to Kinsale, was totally lost the 11th of January, near the Old Head of Kinsale. Crew saved.

The ship lately lost near Peterhead, supposed a Dutch or Danish Indiaman, proves to be (by some pieces of wreck and papers, which have come on shore), a Russian, in ballast, named Mapaphema.

The Diana, Derbyshire, from St. Kitt's to London, has put into Vigo, having met with a severe gale of wind which split her sails, and washed four men and her boats overboard.

The Affiance, Jackson, from Bremen to Newcastle, is lost near Peterhead. Two of the crew drowned.

The Sarah, of North Shields, is on shore near Alemouth.

The Arno, of Shields, and the Elizabeth and Mary, Glasbett, of Newcastle, are on shore near Dunstanbro' castle.

The Patroclus, Robinson, from Leibau to Hull, which was on shore near Elsinore, is got off with little damage.

[*To be regularly continued.*]

CHRONOLOGICAL SKETCH

OF THE

MOST REMARKABLE NAVAL EVENTS OF THE YEAR 1802.

JANUARY.

2. OFFICIAL accounts received of the surrender of the Dutch settlement of Ternante, in the East Indies, to a British detachment, commanded by Colonel Burr, on the 21st of June.

7. A Naval Court Martial assembled in Portsmouth harbour, and proceeded in the trial of fourteen seamen, ringleaders of a mutiny on board a squadron in Bantry Bay, commanded by Rear-Admiral Campbell.

12. Thirteen of the mutineers of Admiral Campbell's squadron found guilty by the Court Martial appointed to try them, and sentenced to suffer death.

15. Six of the mutineers of Admiral Campbell's squadron (namely, Chesterman, Collins, Hilliard, Fitzgerald, Ward, and Mayfield), executed at Portsmouth, pursuant to their sentence.

16. The trial of six more of the mutineers of Admiral Campbell's squadron, concluded, when five of them received sentence of death, and the other was ordered to receive 200 lashes.

19. Five more mutineers (namely, Allen, Taylor, Dixon, Riley, and Simmons), executed at Portsmouth, pursuant to their sentence.

FEBRUARY.

5. A French fleet, with a great number of tooops on board, under the command of General Le Clerc, arrived at St. Domingo from Brest, and after much opposition on the part of Toussaint and his army, who burned several towns, effected a landing, and drove the black army into the interior.

7. A squadron of seven sail of the line and four smaller vessels, sailed from Spithead, under the command of Adm. Campbell, for Jamaica.

15. Advices received of the capture of the French frigate La Chiffonne, of 42 guns, by his Majesty's ship La Sybille, Captain Adam, after a smart action, during the whole of which the enemy were supported by the batteries at Mahe Road, in the East Indies.

MARCH.

3. A number of ships of war ordered to be got ready for sea at the several King's ports, in consequence of the delay in signing the Definitive Treaty of Peace.

29. His Majesty's ship Assistance, of 50 guns, lost off Dunkirk, on her way from the North Seas to Portsmouth. All the crew, except two marines, were happily saved.

APRIL.

2. Orders received at the several King's ports to pay off a number of ships of war, in consequence of the Peace.

29. Peace proclaimed throughout the Metropolis, with the accustomed ceremony and pomp. At night a general illumination took place.

JUNE.

1. A general thanksgiving for the restoration of Peace took place throughout the United Kingdom.

24. Eight sail of the line of battle ships arrived in port from the Jamaica station.

26. The foundation stone of the London Docks at Wapping laid by the Chancellor of the Exchequer, accompanied by Lord Hawkesbury, Lord Hobart, and a number of gentlemen of the first distinction.

JULY.

2. Admiral Lord Keith, with two sail of the line and several smaller ships, arrived at Portsmouth from the Mediterranean.

4. Five more sail of the line arrived at Plymouth from the Jamaica station.

10. Six line of battle ships arrived at Portsmouth from the Jamaica station.

20. Official advice received of his Majesty's sloop Victor, commanded by Captain Collier, having attacked and sunk the French ship of war La Fleche, of 22 guns, in Mahe Roads, in the month of September.

22. A part of the works carrying on in the New Docks gave way, and inundated the unfinished canals, ten or twelve of the workmen employed in which, were unhappily drowned.

AUGUST.

8. A French squadron arrived before Algiers, and obtained reparation of the Dey, of certain injuries sustained by France from that power.

21. A serious riot took place at Greenland Dock, in consequence of the shipwrights insisting upon an advance of wages, and which was not quelled until the military had been called in by the Magistrates.

22. Lord St. Vincent, accompanied by Captain Markham, Mr. Garthshore, and Mr. Marsden, set out upon a visit to the several dock-yards, where his Lordship made many necessary regulations, and corrected numerous abuses.

27. The new Docks at Blackwall opened in presence of the principal Officers of State, on which occasion, the Henry Addington West Indiaman entered, decorated with the colours of the different nations of Europe.

SEPTEMBER.

14. The London Gazette announced that the navigation of the Black Sea had been granted to Great Britain in common with France.

20. Admiral Campbell, with six men of war, four of which were of the line, arrived at Plymouth from Jamaica.

OCTOBER.

18. Several ships of the line and frigates were about this time ordered by the British Government to be commissioned, and got ready for sea, not in consequence of any apprehensions of war, but in pursuance of a resolution entered into by them respecting the particular extent of the Peace Establishment.

20. R. Codling, G. Easterby, and W. Macfarlane, found guilty at the Admiralty Sessions; the first, of feloniously sinking the ship Adventure off Brighton; and the two latter, of having, as owners of the said ship, procured Codling to commit the felony. Codling received sentence of death, but the case of the other two was referred to the opinion of the twelve Judges.

28. The Juno, Spanish frigate, of 34 guns, having on board 100,000 dollars, lost on her passage from Porto Rico to Cadiz, and the whole of the crew and passengers, amounting to 413 persons unfortunately perished.

NOVEMBER.

22. A large Dutch ship, bound to the Cape of Good Hope and Batavia, with 472 troops and passengers on board, lost off Hythe, and every soul perished, except eighteen.

27. Mr. Codling, late master of the ship Adventure, hanged at Execution Dock, for sinking that vessel off Brighton.

DECEMBER.

1. The House of Commons voted 50,000 seamen and marines for the service of the ensuing year.

2. A dreadful storm and inundation at Dublin, productive of the most distressing consequences in various parts of that city.

5. A Dutch vessel lost off Goree, and every soul on board perished, though they were so near the shore, that their cries were distinctly heard by the people.

17. A large vessel lost in the Humber, and twelve men, including the Captain and Mate, unfortunately perished.

APPENDIX TO VOL. IX.

No. I.

A List of the Officers in the British Navy, Jan. 1803.

ADMIRALS *.

	Adm.	V. A.	R. A.	Capt.
ADMIRAL OF THE FLEET.				
Sir Peter Parker, Bart.	87	79	77	47
ADMIRALS OF THE WHITE.				
Robert Roddam, Esq.	93	79	78	47
Mark Milbanke, Efq.	93	80	79	48
Nicolas Vincent, Efq.	94	87	79	48
Honourable Robert Digby	94	87	79	55
H§—Right Hon. Alexander Lord Vifcount Bridport, K. B. *General of Marines, and Vice-Admiral of England*	94	87	80	56
Sir Chaloner Ogle, Knt.	95	87	80	56
Right Hon. Samuel Lord Vifcount Hood, *Governor of Greenwich Hofpital*	95	87	80	56
Sir Richard Hughes, Bart.	95	90	80	56
John Elliott, Efq.	95	90	87	57
Right Hon. Lord Hotham	95	90	87	57
Jofeph Peyton, Efq.	95	90	87	57
Sir Charles Middleton, Bart.	95	93	87	58
Sir Richard King, Bart.	95	93	87	59
V. Right Hon. Earl St. Vincent, K. B. *Lieutenant-General of Marines*	95	93	87	60
D. Right Hon. Lord Vifc. Duncan	95	93	87	61
Richard Brathwaite, Efq.	99	93	90	61
Phillips Cosby, Efq.	99	94	90	61
Samuel Cornish, Efq.	99	94	90	61
John Brisbane, Esq.	99	94	90	61
Charles Wolfeley, Efq.	99	94	90	61
His Royal Highness William Henry Duke of Clarence	99	94	90	86
ADMIRALS OF THE BLUE.				
D. Sir Richard Onflow, Bart.	99	94	93	62
Sir Robert Kingfmill, Bart	99	94	93	62
Sir Hyde Parker, Knt.	99	94	93	63
Benjamin Caldwell, Efq.	99	94	93	65
Hon. William Cornwallis, *Rear-Admiral of England*	99	94	93	65
William Allen, Efq.	99	94	93	65
Charles Buckner, Efq.	99	94	93	66
John Gell, Efq.	99	94	93	66
William Dickfon, Efq.	99	94	93	66
H.§ Right Hon. Lord Gardner, *Major-General of Marines*	99	94	93	66
Robert Linzee, Efq.	01	95	94	70
Sir James Wallace, Knt.	01	95	94	71
William Peere Williams, Efq.	01	95	94	71
H§. Sir Thomas Pafley, Bart.	01	95	94	71
Sir Thomas Rich, Bart.	01	95	94	71
James Cumming, Efq.	01	95	94	72
Sir John Colpoys, K. B.	01	95	94	72
Skeffington Lutwidge, Efq.	01	95	94	73
Sir Archibald Dickfon, Bart.	01	95	94	73
George Montagu, Efq.	01	95	94	74
Eg. Right Hon. Lord Keith, K. B.	01	95	94	75
James Pigot, Efq.	02	95	94	75
Right. Hon. Lord Radftock	02	95	94	76
VICE-ADMIRAS OF THE RED.				
Thomas Mackenzie, Efq.		99	94	76
*H**. Thomas Pringle, Efq.		99	94	76
H§. Sir Roger Curtis, Bart.		99	94	76
H§. Sir Henry Harvey, K. B.		99	94	77
Robert Man, Efq.		99	94	77
Charles Holmes Everitt Calmady, Efq.		99	94	77
John Bourmafter, Efq.		99	94	77
Sir George Young, Knt.		99	94	77
John Henry, Efq.		99	94	77
Richard Rodney Bligh, Efq.		99	94	77
Alexander Græme, Efq.		99	94	78
George Keppel, Efq.		99	95	78
VICE-ADMIRALS OF THE WHITE.				
Samuel Reeve, Efq.		99	95	78
Robert Biggs, Efq.		99	95	78
Francis Parry, Efq.		99	95	78
Ifaac Prefcott, Efq.		99	95	78
John Bazely, Efq.		99	95	78
Thomas Spry, Efq.		99	95	78
Sir John Orde, Bart.		99	95	78

	V. A.	R. A.	Capt.
William Young, Efq.	99	95	78
*H**. James Gambier, Efq.	99	95	78
Sir Andrew Mitchell, K. B.	99	95	78
Charles Chamberlayne, Efq.	99	95	78
Peter Rainier, Efq.	99	95	78
VICE-ADMIRALS OF THE BLUE.			
Christopher Parker, Efq.	99	95	79
Philip Patton, Efq.	01	95	79
Sir Charles Morice Pole, Bart.	01	95	79
John Brown, Efq.	01	95	79
John Leigh Douglas, Efq.	01	95	79
William Swiney, Efq.	01	95	79
Charles Edmund Nugent, Efq.	01	9[illegible]	79
Charles Powell Hamilton, Efq.	01	97	79
Edmund Dod, Efq.	01	97	79
V. Right Hon. Lord Vif. Nelfon, K. B. and Duke of Bronte	01	97	79
Sir George Home, Bart.	02	97	79
Sir Charles Cotton, Bart.	02	97	79
REAR-ADMIRALS OF THE RED.			
John Thomas, Efq.		99	79
James Brine, Efq.		99	79
John Pakenham, Efq.		99	79
Sir Erafmus Gower, Knt.		99	79
John Holloway, Efq.		99	79
George Wilfon, Efq.		99	80
*V**. Sir C. H. Knowles, Bart.		99	80
*H**. Honourab'e T. Pakenham		99	80
Robert Deans, Efq.		99	80
*H**. *V**. C. Collingwood, Efq.		99	80
*V**. J. H. Whitshed, Efq.		99	80
Arthur Kempe, Efq.		99	80
Smith Child, Efq.		99	80
Right Hon. Lord Lecale		99	80
Thomas Taylor, Efq.		99	80
*H**. Sir J. T Duckworth, K. B.		99	80
*H**. J. Willet Payne, Efq. *Treafurer of Greenwich Hofpital*		99	80
V. Sir Robert Calder, Bart.		99	80
REAR-ADMIRALS OF THE WHITE.			
*V**. James Richard Dacres, Efq.		99	80
*H**. Hon. G. Berkeley		99	80
Thomas Weft, Efq.		99	80
James Douglas, Efq.		99	80
Peter Aplin, Efq.		99	80
Henry Savage, Efq.		99	80
Bart. Samuel Rowley, Efq.		99	80
Eg. Sir Richard Bickerton, Bart.		99	80
George Bowen, Efq.		99	80
Robert Montague, Efq.		99	81
John Fergusson, Efq.		99	81
Edward Edwards, Efq.		99	81
Right Hon. Sir J.B. Warren, Bart. and K. B.		99	81
E. Tyrrel Smith, Efq.		01	81
Sir Thomas Graves, K. B.		01	81
Thomas M. Ruffel, Efq.		01	81
Sylverius Moriarty, Efq.		01	81
*D**. Sir Henry Trollope, Knt.		01	81
REAR-ADMIRALS OF THE BLUE.			
Hon. H. E. Stanhope		01	81
Robert M'Douall, Efq.		1	81
Billy Douglas, Efq.		01	81
John Wickey, Efq.		01	81
*D**. John Inglis, Efq.		01	81
John Fifh, Efq.		01	81
*D**. John Knight, Efq.		01	81
Edward Thornborough, Efq.		01	81
James Kempthorne, Efq.		01	81
Sampfon Edwards, Efq		01	81
George Campbell, Efq.		01	81
Henry Cromwell, Efq.		01	81
Arthur Philip, Efq.		01	81
*D**. Sir W. G. Fairfax, Knt.		01	81
*V. N**. Sir J. Saumarez, Bart. and K. B.		01	81

* The letters *H. V. D.* and *N.* prefixed to the Names of the Admirals, fignify *Howe*, *Vincent*, *Duncan*, and *Nelfon*; and denote thofe Admirals who, by the King's appointment, have the honour of wearing a gold medal, fufpended by a blue-and-white ribband round their neck, for their meritorious conduct in the engagements under the refpective commands of the Admirals above-mentioned. Thofe with a § added, wear likewife a gold chain, given by the King on his vifit to the fleet at Portfmouth, after the action of June 1, 1794. Thofe with a * added to the letter, wear the *Captains'* medals in the button-hole, that being their rank at the time of receiving the honour.

POST CAPTAINS *.

1754.

Sir Alex. Schomberg, Knt.

1782.

Charles Hughes
Thomas Drury
Albem. Bertie
Sir Harry Heron, Bt.
James Samber
Right Hon. Earl of Northesk
James Vashon
Jn Bourchier, G. H.
Sir W. H. Douglas, Bart.
John Breton
Thomas Wells
Thomas Durell
Hon. Mat. Fortesque
Sir E. Pellew, Bart. *Col. of Marines*
Isaac Coffin
James Burney
John Aylmer
Samuel Osborn
Richard Boger
Ralph Milbanke
Jonathan Faulknor
Hon. C. Carpenter
John Child Purvis
Theoph. Jones
H. Wm. Domett, *Colonel of Marines*
Wm. Wolseley
John Manley
V. G. Murray
John Wainwright
V. John Sutton
Walter Booth
Robert Murray
Richard Creyke
Hon. A Cochrane
William Yeo
John Gibson
Lam. Brabazon

1783.

V. N. Sir T. Troubridge, Bart. *Col. of Marines*, K.S.F.
John Markham
Edward Herbert
Charles Stirling
N. H. D. E. Darby
Thomas Rawe
Edward Bowater
W. F. Greville
George Palmer
Edward Iggulden
D. W. O'B. Drury
D. W. Essington
N. Eg. T. Louis, K. M. T. K. S. F.
Wm. Tahourdin
John M'Dougall
James Alms
Eliab Harvey
John Graves
Charles Sandys
Samuel Arden, G. H.
N. John Peyton
Joseph Ellison
Sir E. Nagle, Knt.
D. John Wells
Richard Grindall
V. Eg. G. Martin
N. Sir A. J. Ball, Bart. K. S. F.
Matthew Smith
Sir R. J. Strachan, Bart.
Eg. Sir W. S. Smith, Knt.
Thomas Sotheby
D. E. O'Bryen (1)
J. Faithf. Fortescue
Nathan. Brunton
W. H. Kelly
Wm. Chambers
John Schank
Hon. M. De Courcy
William Bentinck
Simon Mackenzie
Paul Minchin

1784.

Ph. D'Auvergne, Pr. Bouillon, F. R. S.

1786.

John Hunter

1787.

John Boyle
David Lairde
Th. Goldesbrough
William Heath
Francis Pender
David Stow
Wm. Alb. Otway
Isaac Smith
George Lumsdaine

1788.

N. S. Hood, K.M.T. K. S. F.
Joseph Peyton
H. Henry Nicholls

1789.

H. Sawyer
N. Davidge Gould
R. Goodwin Keats
James Kinneer
Paget Bayley
Robert Dev. Fancourt

1790.

Edward Buller
Hon. R. Stopford
Thomas Hawker
James Norman
Mark Robinson
Tho. Rev. Shivers
Charles Cobb
Abraham Guyot
James Dundas
Francis Pickmore
John Steph. Hall
Lauchlan Hunter
John Dilkes
Wm. Lechmere
V. C. Berkeley
V. N. Tho. Foley
Wm. Smith
Charles Tyler
R. Car. Reynolds
John Trigge
Robert Watson
Nich. Ingram
Richard Willis
Hon. A. H. Gardner
Manly Dixon
George Losack
Charles Dixon
D. Wm. Mitchell
Eg. George Hart
Thomas Bertie
Chs. Henry Lane
Rowley Bulteel
William Luke
Isaac Geo. Manley
John Osborn
John Smith
Robert Parrey
Wm. Henry Jervis
John Oaks Hardy
Edmund Crawley
Charles Boyles
Sir T. Williams, Kt
Thomas Hamilton
N. Sir T. B. Thompson, Knt.
George Countess
John Laugharne
Jeremiah Beale
Henry Warre
Wm. Hargood
D. G. Gregory
John Ferrier
Rich. Incledon Bury
Robert Moorsom
Isaac Schomberg
Sir C. Hamilton, Bt.
Hon. Henry Curzon
D. William Bligh, F. R. S.

1791.

L. W. Halsted
Ed. Oliver Osborn

1793.

Sir H. Neale, Bart.
J. Sydney Yorke
Hon. A. K. Legge
George Duff
John Whitby
Francis Fayerman
Right Hon. Geo. Lord Viscount Garlies
T. F. Freemantle
George Brisac
Sir R. Barlow, Knt.
Sir F. Laforey, Bart.
P. C. Durham
Israel Pellew
Alexander Frazer
N. Eg. B. Hallowell, K. S. F.
Eg. George Hope
Right Hon. Lord A. Beauclerk
William Taylor
James Nicholl Morris
C. Cunningham
Solomon Ferris
George Burdon
Wm. Brown
V. Hon. G. Grey
Thomas Byam Martin
John Lawford
Frank Sotheron
Charles Craven
Thomas Wolley

1794.

H. W. Hope
Right Hon. Lord H. Paulet
C. W. Paterson
G. Cockburn
Tho. Surridge
S. Hood Linzee
Thomas Graves
James Carpenter
Robert Barton
Graham Moore
M. H. Scott
Joseph Hanwell
H. W. Bayntun
Hon. F. F. Gardner
Wm. Carthew
Richard King
Edward Griffith
F. J. Foote
Richard Lee
V. G. H. Towry
William Bradley
John Cooke (1)
James Ross
James Newman
Wm. Pierrepont
W. E. Cracraft
R. G. Middleton
James May
Peter Halkett
Wm. Bedford
Php. Wilkinson
C. J. M. Mansfield
William Shield
Hon. C. Elphinstone Fleeming
C. V. Penrose
D. Wm. Hotham
Henry Inman
G. H. Stephens
Joshua Mulock
Thomas Larcom
Pultney Malcolm
William Nowell
James Bisset
John Clements
John Loring
Richard Merice
Simon Miller
Sandford Tatham
Christmas Paul
John Bazely
John Gore
Hon. John Murray
Wm. Browell
James Leeky
John Harvey

1795.

H. Hotham
George Burlton
C. Dudley Pater
Percy Fraser
John Dawson
Sir Home Popham, K. M. and F. R. S.
Josias Rowley
Hon. C. Herbert
Edw. Codrington
George Parker
Wm. Charlton
Robert Warburton
Robert Plampin
Frederick Watkins
Charles Patton
E. Leveson Gower
John Draper
H. Blackwood
John Ersk. Douglas
George Eyng
Ross Donelly
John Poo Beresford
William Edge
John Monckton
Eg. Ch. Syd. Davers
H. L. Ball
Charles White
Thomes Eyles
T. Le M. Gosselin
Joseph Larcom
Charles Rowley
Thomas Rogers
S. J. Ballard
Robert Rolles
W. G. Lobb
Eg. Alex. Wilson
James Bowen
John Cooke (2)
Walter Lock
Henry Jenkins
David Milne
George Dundas
Eg. James Young
James Macnamara
Don. Campbell
Rob. Waller Otway
Richard Lacres
Thomas Western
Temple Hardy
J. W. Spranger
John Barrett
William Lukin
Shuldham Peard
Edward Fellowes

1796.

R. H. A. Bennett
Willoughby T. Lake
Eg. Charles Ogle
Henry Raper
Wm. Charles Fahie
Henry Mitford
George Eyre
Thomas Affleck
George Andrews
Robert Lambert
Joseph Bingham
R. Dudley Oliver
D'Arcy Preston
Man Dobson
Thomas Boys
Thomas Seccombe
Eg. John C. Searle
Samuel Brooking
Charles Brisbane
John Talbot
Robert Larkan
Charles Stuart
John Halliday
James Colnett
John Giffard
V. J. Irwin
Francis Wooldridge
Wm. G. Rutherford
John West
Joseph Bullen

* The letters *H. V. D.* and *N.* prefixed to the names, signify *Howe*, *Vincent*, *Duncan*, and *Nelson*; and denote those Captains, who, by the King's appointment, have the honour of wearing a gold medal, in the third and fourth button-hole on the left side, for their meritorious conduct in the engagements under the respective commands of those Admirals. G. H. signifies Greenwich Hospital. K. M. T. Knight of the Military Order of Maria Theresa. K. S. F. Knight of the Order of St. Ferdinand and of Merit. *Eg.* Signify that the Officers to whose names these letters are prefixed, served in the Expeditions to *Egypt*, and have *Gold Medals*, from the Grand Signior, as an honourable testimony of their services.

LIST OF OFFICERS IN THE BRITISH NAVY.

Stephen Poyntz
James Hardy
Edward Roe
Thomas Pearse
Hon. J. Colvill
John Cochet
A. C. Dickson
Eg. Robert Redmill
Robert Winthrop
H. Digby
Charles Ekins
Ed Ramage
John Sprat Rainier
Eg. B. W. Page
Hon. P. Wodehouse
Thomas Alexander

1797.
And. Smith
Wm. R. Broughton
Eg. James Stevenson
Edward Marsh
N. Sir E. Berry, Kt.
Wm. Prowse
W. Lowen
Right Hon. Lord M. R. Kerr
Thomas M. Waller
James Athol Wood
Thomas Harvey
Rich. H. Moubray
Hen. Rich. Glynn
John Bligh
Peter Puget
James Wallis
John O'Bryen
Thomas Elphinston
* Sir E. Hamilton, Knt.
T. Baker
Henry Evans
William Stap
Sam. Sutton
Hon. C. Boyle
William Ogilvy
Robert Lawrie
W. H. Gage
John Maitland
Isaac Wolley
J. Miller
Stair Douglas
William Cuming
D. James Walker
Hon. C. Paget
Eg. Robert Campbell
Robert Williams
D. John Philips
Richard Wolley

1798.
John Cleland
Wm. Hills
A. Paffard Holles
Henry Heathcote
Right Hon. Lord Proby
J. R. Watson
A. F. Evans
E. W. C. R. Owen
G. James Shirley
R. Runwa Bowyer
Eg. G. F. Ryves

D. Atkins
T. G. Caulfield
John Hamstead
Eg. George Scott
Thomas Dundas
George Fowke
J. Keith Shepard
Rd. H. Pearson
S. P. Forster
George Astle
J. Tremayne Rodd
J. B Hay
L. O. Bland
T. M. Hardy
John Seater
Wm. Cumberland
Robert Cuthbert
G E. Hamond
P. G. King
Robert Honeyman
Rich. Retalick
J. W. T. Dixon
Eg. George Clarke
Barthol. James
R. L. Fitzgerald
Hon. C. H. Pierrepont
Josiah Nisbett
Thomas Bowen
Eg. T. Stephenson
Volant V. Ballard
Eg. Hh. Downman
Hon. T. B. Capel
Wm. Hanwell

1799.
John Crawley
Thomas Manby
James O'Brien
David Lloyd
Wm. Sanderson
Richard Matson
Richard Raggett
James Oughton
George Barker
Charles Adam
John Stiles
Richard Williams
Michael Halliday
Wm. Granger
J. C. White
Charles Campbell
George White
Ad. Mackenzie
James Oswald
Francis Vesey
Henry Garrett
Nath. Portlock
Walter Bathurst
Adam Drummond
Right Hon. Lord W. Stuart
Robert Hall
Thomas Sparke
Robert Lloyd
Wm. Grosvenor
Adrian Renou
Sir Joseph Eyles, Kt.
John Chesshyre
Tho. Witt. Clayton

1800.
Sir T. Livingstone, Bart.
Luc. Hardyman
Chr. Laroche
J. S. Horton
Thomas Bayley
Henry Bazely
Eg. John Larmour
Edward Brice
Henry West
Jahl. Brenton
Robert Mends
John Wood
Frs. Wm. Austen
B. R. Littlehales
Robert Philpot
P. Campbell
Norborn Thompson
Macajah Malbon
Mich. Seymour
E. Stirling Dickson
P. T. Bover
Edw. Rotherham
John Perkins
Charles Grant
Tho. James Maling
J. A. Ommanney
Henry Stuart
Henry Waterhouse
Zach. Mudge
George Wolfe
William Selby

1801.
Henry Hill
Jonas Rose
Thomas Lavie
John Temple
Jn. Mason Lewis
Charles Lydiard
Charles Wollaston
William Champain
A. W. Schomberg
Edw. D. King
William Waller
Henry Vansittart
George Mundy
Eg. Philip Beaver
Wm. Bolton
George Sayer
John Nicholas
Robert Maniel
Charles Tinling
P. B. V. Broke
Andrew Broun
Charles Elphinston
Eg. F. L. Maitland
James Brisbane
Wm. Birchall
J. F. Devonshire
Frederick Warren
Harry Farnall
Rich. Peacock
Eg. Thomas Brigs
James Carthew
Eg. John Broughton
Hon. G. H. L. Dundas
Eg. John Stewart
Right Hon. Lord Cochrane

Nicolas Tomlinson
William Parker
T. R. Ricketts
George M'Kinley
James Katon
R. D. Dunn
Charles Dashwood
Robert Fanshawe

1802.
Eg. H. E. R. Baker
Eg. Tho Pressland
Eg. John G. Saville
Eg. Rich. Curry
William Hoste
Lenox Thompson
Charles Fielding
Tho. G. Shortland
Eg. William Skipsey
Marcus S. Hill
S. T. Digby
Hon. F. P. Irby
Chr. Cole
G. R. Collier
Jos. Baker
Dan. Woodriff
Andrew Sproule
J. W. Loring
John Winne
Robert H. Bromley
Hon. Duncombe Pleydell Bouverie
Henry Richardson
Eg. Richard Bridge
Richard Goddard
Richard Poulden
Charles Otter
Robert Sauce
Thomas Hurd
Thomas Miles
Dan. Dobree
Philip Somerville
Richard Pellowe
Eg. John Dick
Eg. Peter Riboleau
John Nash
Stephen Rains
Eg. Thomas Hand
F. P. Epworth
Matt. Buckle
John Allen
E. H. Columbine
Isaac Cotgrave
Eg. George Bowen
John Russel
Eg. Jn. Culverhouse
James Noble
Samuel Warren
A. J. Griffiths
George Burdett
James Nash
Peter Spicer
James Seward
J. Taylor Mitchell
T. P. Dureil
Alexander Becher
Wm. Day
Pat. Tonyn
Eg. Geo. Reynolds
Eg. John Hatley
F. Holmes Coffin
Jeff. Raigersfield

Charles Ryder
C. J. W. Nesham
Charles Bullen
John Wight
Henry F. Edgell
Cornelius Quinton
James Dunbar
Wm. Butterfield
C. P. Price
John Newhouse
Richard Byron
Eg. Wm. Young
George Tobin
John Wainwright
James Sanders
W. H. Webley
Edward Galwey
Richard Jones
Richard Hawkins
Eg. Thomas Cowan
Wm. Henry Daniel
Geo. C. Pulling
Jacob Walton
Eg. David Colby
Augustus Brine
Barrington Dacres
Js. Coutts Crawford
John Hayes
S. C. Rowley
B. M. Praed
John Whyte
Samuel Mottley
Edw. W. Browne
John S. Rouett
Wm. Ricketts
Eg. Js. Dalrymple
Alexander Skene
George Miller
Hon. Wm. Trench
George Blake
Edw. Sneyd Clay
Thomas Richbell
Eg. Has. Stackpoole
Benjamin Carter
Charles Inglis
Charles Carter
Thomas Browne
John Conn
Edward Kendall
Edward O'Bryen
Fs. Godolphin Bond
Stephen Folkill
John B. Edwards
W. Henryson
Archibald Dickson
Clotw. Upton
W. H. B. Tremlett
Coryndon Boger
Richard Hatherill
Lord Visc. Falkland
Samuel Pym
George Argles
Tho Chs. Brodie
Frederic Thesiger
Samuel Butcher
Cha. Worsley Boys
Eg Ernest Brawn
Eg. Al. Campbell
Eg. Rob. Jackson
Robert Barrie
Eg. Dan. O. Guion

COMMANDERS, WITH THE YEAR OF THEIR FIRST COMMISSIONS.

1757.
John Moore

1759.
T. Allwright, G. H.

1761.
T. Prescott
Fra. Lynn, G. H.

1768.
James Robertson

1771.
C. Baines

1776.
Joseph Nunn

1778.
James Lys
Thomas Marshall
Martin Cole
James Ellis

1779.
Benjamin Runwa
Wm. James
Francis Tinsley
David Phips
Ed. Joshua Moriarty
Arthur Walter
Wm. Redmon
Peter Baskerville

1780.
Thomas Geary
Morgan Laugharne

1781.
M. Ponsonby
R. Han. Hitchins
Wm. Smith
Wm. Jackson
David Mackay
John Luck

* Sir E. Hamilton has the honour of a medal for the re-capture of the Hermione.

LIST OF OFFICERS IN THE BRITISH NAVY.

1782.

Robert Noble
Edw. Seym. Bailey
James Deacon
Edward Longcroft
Thomas Walbeoff
George Cadman
Richard Oakley
Anthony Gibbes
Alexander Scott
Robert Tomlinſon
Wm. Don

1783.

G. Colquitt
Wm. Titcher
Chs. Bartholomew
Eg. Thomas Wilſon
John Parry Dyer
Alexander Mackey

1787.

S. P. Mouat
Henry Deacon
John Edwards (1)

1789.

Thomas Dewey
Sam Kempthorne

1790.

J. Shortland (1)
David Ramſay
George Maxwell
Daniel Folliott
Sam. Featherſtone
Wm. Harvey
Wm. Hugh Kittoe

1793.

Joſeph Short
Richard Boger

1794.

Charles Robinſon
Richard Piercy
Ambroſe Crofton
Richard Rudsdell
Eg. Peter M'Kellar
Wm. Burgess
John Larkan
John Marſh
Henry Vaughan
Rowland Bevan
Joſeph Turner
Thomas Campbell
George Luke
Thomas Dalby

1795.

John Meares
Eg. Henry Gunter
Samuel Cable
Eg. J. Ferguſſone
Henry Wray
John Edwards (2)
George Robinſon
Thomas Harriſon
John Whitly
Jeremiah Edwards
James Lind
Wilſon Rathborne
H. H. Birkhead
Thomas Hawker

1796.

George Davey
Eg. Martin Hinton
Christopher Kilner
Alex. Ruddach
James Godench
George Harriſon
A. S. Burrowes
John Moncur
Edward Killwick
James Boorder
John Davies
Henry Probyn
James Collins
Joſ. Weſtbeach
Humphry Weſt
Thomas Dickinſon
Robert Pearſon
Ran. Tookey
Richard Hughes
J. Wittman
W. Durban

1797.

Geo. Burg. Salt
Philip Bartholomew
Eg. Charles Apthorp
Chriſtopher Neville
Eg. John Criſpo
John Thompſon
James Hills
Jacob James
John Mortimer
Eg. Wm. Bevians
Richard Prater
Eg. Valen. Collard
John Luce
Joſeph L. Popham
Henry Feſting
Geo. Paris Monke
Edw. Williams
Matthew Wrench
John Gaſcoyne
Robert Keen
George Irwin
John Hall
Eg. John Ayſcough
Wm. M'Guire
Eg. John Morriſon
Edward Ellicott
John Lawſon
Henry Carew
Alexander Milner
Nicolas Kempe
J. F. Drummond
H. S. Butt
Edward Kittoe
Charles Herbert
Edw. Hutchinſon
Thomas Leef

1798.

T. Linthorn
Eg. John Fyffe
Chriſtoper Watſon
Charles Burrough
Robert England
Thomas Halton
Joſeph Brodie
George Davies
John Gardner
Edward Baſs
Charles Webb
Eg. Joſ. Edmonds
J. Mathias Spread
John Halſtead
Wm. Chilcott
Thomas Roberts
Edward Hawkins
Thomas White (1)
John Anderſon
John Rob. Lea
Wm. Richarſon
Thomas White (2)
Bobert Cathcart
Eg. John Hill
John Whipple
Geo. Sarradine
James Barker
John Jones
John Steven
John S. Carden
Eg. G. Sayer
Wm. Moore
George Jones

1799.

Henry Matſon
James And. Worth
John Melhuiſh
Philip Hue
John Harward
W. S. Parkinſon
George Roſs
Wm. Robinſon
James Slade
Henry Compton
Wm. Goate
Wm. Syme
David Gilmour
B. W. Taylor
Joſeph Spear
Thomas Scarle
Eg. John Burn
Wm. Foote
Charles Hay
Eg. John Richards
Thomas Innes

1800.

Eg. W. Buchanan
John Thickneſſe
John Serrei
John Henry Martin
Eg. John Pengelly
J. N. Marſhall
Eg. J. Hillyar
Ter. O'Neill
R. J. L. O'Connor
Robert Williams
Francis Douglas
C. B. H. Roſs
John Sykes
John Wright
Richard Thwaits
T. Holmes Tidy
Ulick Jenniugs
Robert O'Brien
R. T. Hancock
John Davie
G. Younghusband
John Child
Henry Burke
John Hudſon
Edward Chetham
Francis Beaufort
J. M. Northey

1801.

James Watſon
Peter Rye
James Veetch
John Bailey
J. Shortland (2)
Hender Whitter
John Henry Cartier
Eg. Robert Elliot
Charles Jones
Wm. Roberts
Matthew Smith
Matthew Flinders
John Hancock
John W. Holland
Samuel Bateman
David Mudie
Andrew Mott
John Yelland
Robert Tinkler
Robert Brown Tom
Edward Hodder
John Delafons
Joſ. Ore Maſefield
Wm. Morce
Wm. Wilkinſon
Wm. Bolton
George Langford
Joſhua Johnſon
Geo. Wm. Blamey
Cs. Mars. Gregory
Eg. R. B. Campbell
Woodley Loſack
Philip Dumaresq
Thomas New
J. Lillicrap
Keith Maxwell
Samuel Jackſon
Francis Newcombe
R. Carruthers Corne
Walter Grosset
Eg. James Prevoſt
Richard Wm Cribb
Andrew Thomſon
Wm. Ferris

1802.

Eg. Francis Kempt
James Hawes
G. C. Mackenzie
Eg. Hon. F. W. Aylmer
Lewis Shepherd
Right Hon. Lord Wm. Fitzroy
John Impey
Thomas Hill
Matthew Godwin
G. Chamberlayne
Benjamin Walker
Wm. Wooldridge
John Stuart
James Irwin
Geo. Morris
Hon. J. A. Bennet
Hon. George Elliot
Hon. W. Cathcart
John Hornſey
Lord G. Stuart
Eg Wm. Manſell
Wm. Fothergill
John Thompſon
Henry Whitby
Francis Wm. Fane
Wm. Richan
A. Grumley
John Manley
Philip Lamb
Rd. Budd Vincent
John Richardſon
Wm. Caſhman
Alex. Robert Kerr
Robert Evans
John Joyce
Wm. Mounſey
John A. Norway
Michael Dod
George Cocks
Edward Grey
Thomas Lyne
Thomas F. Baugh
Joſeph James
Iſaac Ferrieres
Daniel M'Leod
John Waller
George Sanders
Eg. H. M. Ommanney
John Lamborn
Edw. Js. Mitchell
Robert Paul
John Baker
Philip Lyne
Alexander Innes
John Chillicott
Faſham Reby
Wm Venour
James Tippet
Rob Hayley Judd
Henry Waring
Philip Pipon
Hugh Pigot
Eg. Archibald Duff
John Douglas
Charles Coote
C. M. Fabian
James Maſter
Eg. C. M. Schomberg
Edw. Pelh. Brenton
Geo. Clark Hurdis
P. L. J. Roſenhagen
James Agaſſiz
John Edgcumbe
Eg. John Bushby
Spelman Swaine
C. P. B. Bateman
Samuel Colquitt
Edward Church
R. J. Neve
Hon. Edward King
James Hald. Tait
M. B. Bradby
Robert Scott
Guſt. Stupart
J. W. Marſhall
Robert Corbet
Wm. H. Faulknor
S. P. Humphries
Edm. Heywood
E. L. Graham
Eg. James Stewart
Geo. Andrews
Robert Forbes
Thomas Thruſh
John Tower
Martin Neville
Robert Raynsford
Chr. Strachey
Don. Hugh Mackay
Arthur Farquhar
K. Mackenzie
Henry Gordon
Eg. S. H. Inglefield
James Welſh
Eg. Thomas Orde
Francis Maſon
Maj. Jac. Henniker
Frs. Jackſon Snell
Gilb. Heathcote
Anthony Abdy
Eg. H. E. P. Sturt
W. C. Brownrigg
Frederic Langford
George Digby
Eg. G. N. Hardinge
Eg. Rog. H. Savage
Eg. Wm. Beauchamp Proctor
Francis Sleigh
James M'Farland
Mathew Forſter
Wm Green
George Aldham
Eg. Peter Hunt
S. B. Herring
—— Wright
Robert Tucker
Fred. Cottrell
Eg. Thomas Brown
Eg. Charles Foote
Eg. Marc. Cowan
Eg. Tho. Staines

[*To be continued.*]

SIR EDWARD HUGHES K.B.

Admiral of the Blue Squadron

Pub.d 28 Feb. 1803. by J. Gold 103. Shoe Lane

BIOGRAPHICAL MEMOIRS OF

THE LATE SIR EDWARD HUGHES, K. B.

ADMIRAL OF THE BLUE SQUADRON.

A ray of glory gilds the fatal gloom,
While Fame, exulting o'er the Hero's tomb,
Bids her loud clarion, with eternal breath,
Snatch his immortal name from transient death.

PYE.

THE subject of our present memoir was the son of a respectable gentleman, of good family, and independent fortune, in the county of Herefordshire. Of the city of Hereford his father was many years an Alderman, and once, if not oftener, Mayor. Our hero was intended for the sea service, and entered early into the Navy, but under what Commanders he served, we have not been able to procure information. On the 25th of August 1740, he was promoted to the rank of Lieutenant by Admiral Vernon, as a reward for the merit which he had displayed at the capture of Porto Bello. From this time we have no account of him till the year 1747, at which period he continued a Lieutenant, and went out a passenger to Louisbourg in the Warwick, with strong recommendations to Commodore Knowles, who then commanded on that station. As on this passage an event occurred, which afterwards occasioned no small controversy, in which Mr. Hughes bore a share, we shall relate the particulars of it at large.

The Lark, of forty guns, commanded by Captain Crookshanks, and the Warwick, of 60 guns, commanded by Captain Erskine, were ordered to proceed with a convoy to Louisbourg. No material occurrence took place till the 14th of July, when being in lat. 40. 38. long. 21. 22. Capt. Crookshanks, the senior Officer, about seven in the morning, discovered a sail to the westward, which he made to be a ship of force, and gave chase to. There being little wind, the chase was continued during the whole day with indifferent success; and by four o'clock on the morning of the 15th, Captain Crookshanks was near enough to ascertain

that his antagonist was a large Spanish ship of war, mounting 74 guns. This discovery, far from intimidating the pursuers, encouraged them to continue the chase, though by so doing they deviated from the course of their voyage. About eleven at night, the Lark being abreast of the enemy, and about 350 yards from her, began to fire; almost at the same instant the Warwick, which till then had kept in the wake of the Lark, tacked and stood to the northward. The consequence of this manœuvre was, that the Lark and Warwick becoming separated, the Spaniard seized the opportunity of attacking the latter, and totally disabled her before the Lark could come to her assistance. Captain Crookshanks, in his account of the action, throws much blame on the Commander of the Warwick, with what justice we shall leave our readers to form their own opinion.

> About eleven at night (says he) I ran alongside of the enemy, as near as the wind would permit, and, in passing, fired, hoping thereby, though not in close engaging distance, to embarrass her, and give the Warwick the surer chance of securing a station on her lee-quarter, designing to stretch ahead, tack, and, on gaining the wind, secure our station on her opposite bow; but the Warwick tacked on her quarter, being then at a small distance astern of us, which measure, I think, was the only means of destroying my plan. The Spaniard wore, hauled the wind for a short time, edged away toward the Warwick, and engaged, by which she enlarged her distance from us. We stood after them immediately, but having little wind, and they going nearly before it, we were not able to get up, to sustain the Warwick, till we saw them draw off from each other, and the Warwick's main-top-mast gone. We then stood towards the enemy, proposing to have engaged her at day-light, but, on the Warwick's lying with her head from us, and firing a gun, which I was to conclude a signal of distress, I thought it indispensably my duty to quit that design, making the best of my way to her assistance, and to collect the convoy.

On the arrival of the Lark and Warwick at Louisbourg, Commodore Knowles directed a Court-Martial to be held on Captain Crookshanks, who was accordingly tried, and sentenced to be dismissed the service. This sentence, which we may presume was too severe, as it was afterwards in part

reversed, Captain Crookshanks bore with great impatience, and was particularly poignant in his strictures on Mr. Hughes for the part he took in the business. He charged him with prejudicing the mind of the Commodore, and misrepresenting his conduct in the action. How far these accusations were well founded, we cannot be expected to determine; but we must observe, that it was not much to the credit of Commodore Knowles's delicacy, that he appointed Mr. Hughes to the provisional command of the Lark during the suspension of Captain Crookshanks, and previous to his being tried by a Court-Martial, at which Mr. Hughes was one of the principal witnesses against him. We do not mean to insinuate, that the testimony of Mr. Hughes was, in the slightest degree, influenced by this appointment, or by the hope of further advancement which it held out; but it would have been more to the honour of the Commodore if he had sent Mr. Hughes into the Court without holding out to him a prospect of advantage from a particular bias, which he might give his evidence. There is no reflection here meant on the character of Mr. Hughes; but Captain Crookshanks's has usually been considered as a hard case, and we should be sorry not to do the justice to his memory to confess, that we consider it as a case of peculiar and unmerited severity.

The Commander of the Lark being dismissed from the service, Mr. Hughes was appointed by Commodore Knowles, to the command of that ship, his commission bearing date February the 6th, 1747-8. This appointment was afterwards confirmed by the Lords of the Admiralty, and Mr. Hughes took rank as Post Captain according to that date. From this period we meet with no further mention concerning our hero, till the beginning of the year 1756, when he was appointed to the command of the Deal Castle, a ship of twenty-four guns. He is said to have been sent out to the Mediterranean, in the month of September, a passenger on board the Ambuscade, to take the command of the Intrepid, as successor to Captain Young, who was ordered

home to England, as an evidence on the approaching trial of Admiral Byng. In 1757, he was Captain of the Somerset, of 74 guns, in which ship he served, in 1758, under Admiral Boscawen in the expedition against Louisbourg, and the year following, in the memorable expedition against Quebec, under Sir Charles Saunders, by whom he was particularly noticed, and whose flag he soon after had the honour to carry on board the Blenheim, which ship he commanded in the Mediterranean, a short time previous to the Peace of 1763. Captain Hughes does not appear to have held any command subsequent to this, till the latter end of the year 1770, when, on account of the disagreement with Spain, relative to the Falkland Islands, it was deemed expedient by Administration to fit out a naval armament, he was again appointed to the command of the Somerset. He remained in this ship during the three succeeding years, and at the conclusion of that time, he was appointed to the East India station, through the interest of his friend the Earl of Sandwich, with the rank of Commodore. He accordingly sailed to that quarter in the Salisbury, of 50 guns, and after remaining there till the year 1777, he returned to Europe, being succeeded in his command by Sir Edward Vernon, having met with no occurrence during his stay in the Indian Seas, of sufficient importance to deserve to be recorded.

On the 23d of January 1778, he was promoted to the rank of Rear-Admiral of the Blue, and in the beginning of the ensuing year, he was again appointed to the command in chief in the East Indies. About the same time, he was honoured with the Order of the Bath. He hoisted his flag on board the Superb, of 74 guns, and proceeded for India with the Exeter and Burford, of 70 guns, and the Eagle, Belleisle, and Worcester, of 64 guns each, under his command. On his passage, he reduced, without difficulty, the French settlement of Goree, on the coast of Africa; and on his arrival in India, finding that the enemy had no naval force in that quarter capable of contending with his

squadron, and judging that their services might be wanted at home, the Belleisle, together with the Asia and Rippon, which the Rear-Admiral found there under Commodore Vernon, were ordered to England with that gentleman soon afterwards. We have heard that our Admiral's motive for sending these ships to England was, that his share of prize-money, on the lucrative station where he commanded, might not be diminished by the number of ships in his squadron, but we are inclined to consider this as nothing more than a repetition of the same idle calumny, which in a similar case was applied to Lord Anson, and has been applied in several instances to many honourable and most disinterested characters. It is a common observation, and not an unjust one, that it is as easy to assign improper motives for a man's actions, as laudable ones; and the higher a person's reputation stands in the world, the more probable it is that his motives will be exposed to the kind of scrutiny and misrepresentation here alluded to.

It is not our province to touch on the state of the British affairs in India, at the time when Sir Edward Hughes re-assumed the command in chief of his Majesty's ships in that quarter; yet we cannot help saying that they were in a state extremely critical, owing to the war with the Rohilla Chiefs and Hyder Ally, and the discontents which prevailed in Bengal, in consequence of the rapacity of the servants of the East India Company, and the little attention that had been paid to the laws, manners, and usages of the natives. The English, masters of a territory containing more than thirty millions of inhabitants, had to dread not only the efforts of powerful external enemies, but the struggles of discontented subjects, who beheld with anguish and indignation the wealth of their fertile country transferred to strangers, their customs violated by foreign regulations, and the institutions of their ancestors repealed, suspended, or mutilated. It has been acknowledged, whatever were the causes, that the British power in India, at this period, was shaken to the centre, and scarcely was in a

more dangerous situation, when Soujah al Dowlah was in possession of the capital of Bengal, and the affrighted Governor, with most of his Officers, had fled to the shipping for security.

While affairs were in this state, the command in chief of the naval force in India was a charge of the highest responsibility and importance. The only occurrence, however, that we meet with, deserving of notice, in the early part of our Admiral's command, is an expedition against a flotilla belonging to Hyder Ally, the particulars of which are stated by himself as follows, in a letter from Bombay, dated January, 2, 1781.

On the 8th of December, being off Mangalore, the principal seaport of Hyder Ally on the Malabar coast, I saw two ships, a large snow, three ketches, and many smaller vessels, at an anchor in the road with Hyder Ally's colours flying on board them. Standing with the squadron close into the road, I found them to be vessels of force, and all armed for war; on which I anchored as close to the enemy's vessels as possible, with safety to the ships, and ordered the armed boats of the squadron to attack and destroy them, under cover of the fire of the Company's two armed snows, and of the prize ship cut out of Calicut road, which were anchored in shoal water, and close to the enemy's ships. This service was conducted on the part of our boats with a spirit and activity, that do much honour to the Officers and men employed in them. In two hours they took and burnt two ships, one of 28, the other of 26 guns; one ketch, of 12 guns, was blown up by the enemy at the instant our boats were boarding her; another ketch, of 10 guns, which cut her cables and endeavoured to put to sea, was taken; and the third ketch, with the smaller vessels, were all forced on shore, the snow only escaping into the harbour, after having thrown every thing overboard to lighten her.

In the month of November 1781, Sir Edward, in conjunction with Sir Hector Munro, attacked the Dutch settlement of Negapatam, in the Tanjore country. The place, though defended by a garrison of 8000 men, of which, however, only 500 were Europeans, surrendered after a slight resistance. The squadron lost on this occasion seventeen seamen killed, and twenty-seven wounded; thir-

teen marines killed, and twenty-nine wounded. The capture of Negapatam struck such terror into Hyder Ally, that his troops immediately evacuated the Manjore country, and the Polygars, or petty Princes, who, at the instigation of Hyder, had rebelled against the Nabob of the Carnatic, and taken up arms against the English, returned to their obedience, on the best terms they could make for themselves.

The Admiral next undertook an expedition against Trincomale, on the island of Ceylon, which was taken by assault on the 11th of January 1781, together with two Dutch ships, richly laden, which were in the harbour, and several small vessels. The particulars of the attack we extract from Sir Edward's official account of the capture of the place:—

The necessary disposition was made for the attack, to begin at day-light in the morning of the 11th, and accordingly the storming party, composed of 450 seamen and marines, and their Officers, with each flank covered by a party of pioneers, and twenty seamen carrying the scaling ladders, and armed with cutlasses, with a reserve of three companies of seamen, and three companies of marines, with two field pieces to support it, followed by the Company's troops, advanced at day-light towards the fort, and the serjeant's party in front getting in at the embrasures unperceived by the enemy, was immediately followed by the whole of the storming party, who soon drove the enemy from their works, and possessed themselves of the fort; and all the ships and vessels in the harbour immediately surrendered.

In this assault I had the misfortune to lose Lieutenant George Long, my second Lieutenant, a most worthy and deserving Officer, who was killed in advancing bravely to the assault at the head of his company, and also twenty non-commissioned Officers, and private seamen, and marines; Lieutenant Wolseley, who commanded a company of seamen, Lieutenant Samuel Orr, of the marines, who commanded their grenadier company, and did duty as Brigade Major, and forty non-commissioned Officers, private seamen, and marines, were wounded. The enemy lost but few men, as they mostly threw down their arms, and their forfeited lives were spared by that disposition to mercy which ever distinguishes Britons.

Hitherto the British fleet had continued undisturbed masters of the Indian seas; but towards the end of the year

1781, a French squadron of considerable force, arrived from Europe, under the command of M. du Suffrein, one of the ablest Officers that the French marine has ever produced. The views of the French Ministry, in sending this squadron to India, were of a nature that struck at the very root of the British dominions in Asia; the squadron was intended to co-operate with the native Powers, who were at war with the English, and they carried with them a large body of troops, the more effectually to answer that end.

The first meeting of the hostile squadrons was on the 17th of February 1782, when a severe engagement ensued, the detail of which is so amply supplied by the Admiral's narrative, that any observations of our own are unnecessary.

Extract of a letter from Sir Edward Hughes to Mr. Stephens, dated on board his Majesty's ship Superb, at Sea, April 4, 1782.

I sailed on the 31st of January from Trincomale for Madras road, in order to get a supply of provisions and stores, of both which the ships were then in want.

On the 8th of February, I anchored in Madras road, and the same day received advice from Lord Macartney, the Governor of that place, that a French squadron, consisting of thirty ships and vessels, was at anchor about twenty leagues to the northward of that port. In the afternoon of the 9th, Captain Alms, of his Majesty's ship the Monmouth, with the Hero, Isis, and the armed transport Manilla, joined me in the road. I continued to use all possible diligence in getting the necessary stores and provisions on board the several ships until the 15th of February, when the enemy's squadron, consisting of twelve sail of line of battle ships, six frigates, eight large transports, and six captured vessels, came in sight to the northward, standing for Madras road, and about noon, the same day, anchored about four miles without the road. In the mean time I placed his Majesty's ships in the most advantageous manner to defend themselves, and the other ships in the road with springs on their cables, that they might bring their broadsides to bear more effectually on the enemy, should they attempt an attack.

At four in the afternoon the enemy weighed and stood to the southward, when I immediately made the signal to weigh, and stood after them, having received on board a detachment of 300 Officers and men of his Majesty's 98th regiment, who were distributed to the ships of the squadron that were the worst manned. I stood with

the squadron as per margin *, to the southward all that night under easy sail, and in the morning at day-light, found the enemy's ships had separated in the night, their twelve line of battle ships and a frigate bearing east of me, distant about four leagues, and sixteen sail of their frigates and transports bearing south-west, distant about three leagues, and steering a direct course for Pondicherry; on which I instantly made the signal for a general chase to the south-west, in order, if possible, to come up with and take their transports, well knowing the enemy's line of battle ships would follow to protect them all in their power. In the course of the chase our copper-bottomed ships came up with and captured six sail of ships and vessels, five of which were English taken by the enemy, when to the northward of Madras, out of which I ordered the Frenchmen to be taken, and the vessels to proceed with their own crews to Negapatam; the sixth was the Lauriston, a transport, having on board many French Officers, 300 men of the regiment of Lausanne, and laden with guns, shot, powder, and other military stores; this ship, so valuable to us, and of so much consequence to the enemy, was taken by Captain Lumley, of his Majesty's ship Isis.

So soon as the enemy's squadron discovered my intention to chase their transports, they put before the wind, and made all the sail they could after me; and by three o'clock in the afternoon, four of their best sailing line of battle ships were got within two or three miles of our sternmost ships, and the ships in chase were very much spread by the enemy's ships they were chasing steering different courses, some to the S. E. others to the S. and several to the S. W. I therefore judged it necessary to make the signal for the chasing ships to join me, which they all did about seven o'clock in the evening, and I continued standing to the S. E. under an easy sail all that night, the enemy's squadron in sight, and making many signals.

At day light in the morning of the 17th, the body of the enemy's squadron bore N. by E. of ours, distant about three leagues, the weather very hazy, with light winds, and frequent squalls of short duration, from the N. N. E. the enemy crowding all the sail they could towards our squadron.

At six in the morning, I made the signal for our squadron to form the line of battle ahead; at twenty-five minutes past eight, our line ahead being formed with great difficulty, from the want of wind and frequent intervals of calm, I made the signal for the leading ship to make the same sail as the Admiral, and made sail for me in the line

* Superb, Exeter, Monarca, Hero, Worcester, Burford, Monmouth, Eagle, Isis, Seahorse, and Combustion.

ahead, intending to weather the enemy, that I might engage them more closely. At ten, the enemy's squadron, having the advantage of the squalls from the N. N. E. (which always reached them first, and in consequence continued longest with them), neared us very fast, and I made the signal for our line to alter the course two points to leeward, the enemy then steering down on the rear of our line, in an irregular double line abreast.

At half past noon, I made the signal for our squadron to form the line of battle abreast, in order to draw the rear of our line closer to the centre, and prevent the enemy from breaking in on it, and attacking it when separated. At three in the afternoon, the enemy still pushing on to our rear in a double line abreast, I again altered my course in the line, in order to draw our rear ships still closer to the centre; and, at forty minutes after three, finding it impossible to avoid the enemy's attack, under all the disadvantages of little or no wind to work our ships, and of being to leeward of them, I made the signal for our squadron to form at once into the line of battle ahead. At four, the Exeter (which was the sternmost ship in our rear when formed in a line of battle ahead on the larboard tack), not being quite closed to her second ahead, three of the enemy's ships in the first line bore right down upon her, whilst four more of their second line, headed by the Hero, in which ship Mons. Suffrein had his flag, hauled along the outside of the first line towards our centre. At five minutes past four, the enemy's three ships began their fire on the Exeter, which was returned by her and her second ahead. At ten minutes past four, I made the signal for battle, and at twelve minutes past, the action became general from our rear to the centre, the commanding ship of the enemy, with the others of their second line, leading down to our centre, yet never at any time advancing farther than opposite to the Superb, our centre ship, with little or no wind, and some heavy rain during the engagement.

Under these circumstances the enemy brought eight of their best ships to the attack of five of ours, as the van of our line, consisting of the Monmouth, Eagle, Burford, and Worcester, could not be brought into action without tacking on the enemy; and although the signal for that purpose was at the mast-head ready for hoisting, there was neither wind sufficient to enable them to tack, nor for the five ships of our centre and rear, then engaged with the enemy, hard pressed, and much disabled in their masts, yards, sails, and rigging, to follow them without an almost certainty of separating our van from our rear.

At six in the afternoon, a squall of wind from the S. E. took our ships and paid them round ahead on the enemy to the north-eastward, when the engagement was renewed by our five ships, with great spirit

and alacrity, from our starboard guns; and at twenty five minutes past six, just before dark, the enemy's ships engaged with our's, having visibly suffered severely, the whole of them hauled their wind, and stood to the N. E.

At this time the Superb had lost her main-yard, shot into two pieces in the slings, had five feet water in her hold, and continued for some time to gain on all her pumps, until several of the largest shot-holes under water were plugged up; and neither brace nor bowline left entire; and the Exeter, almost reduced to the state of a wreck, had made a signal of distress. The other three ships in our rear, the Monarca, Isis, and Hero, had suffered less, as the enemy's fire appeared plainly to be directed principally against the Superb and Exeter.

It is with particular pleasure I have to acquaint their Lordships, that the Officers and men of the five ships engaged against so superior a force of the enemy, behaved throughout the whole action with the greatest steadiness and bravery.

After the action I stood to the southward under little sail all night; and in the morning at day-light, found the Superb's main-mast, fore-mast, and bowsprit, so much wounded, as to render it exceeding dangerous to carry sail on them; the Exeter's masts were also much damaged, and the shot-holes, in all the ships that had been engaged, so far under water, as to render it impossible to stop them, but by giving the ships deep heels in smooth water; all which, and the wind continuing to blow from the northward, determined me to proceed to Trincomale, as the only proper place to refit the disabled ships, and I accordingly arrived there on the 24th; and having done, with the utmost expedition, what repairs were absolutely necessary to put the disabled ships into a condition for service, I sailed from that place with the squadron on the 4th of last month.

Abstract of the killed and wounded on board his Majesty's ships.

Ships.	Killed.	Wounded.	Total.
Superb,	11	25	36
Exeter,	10	45	55
Monarca,	1	5	6
Hero,	9	17	26
Isis,	1	3	4
	32	95	127

Among whom were the undermentioned Officers.

Superb.—Captain Stevens, wounded (since dead); Lieutenants Hughes and Newcombe, wounded.

Exeter.—Capt. Reynolds, killed; Lieut. Charles Jones, wounded.

Indecisive as this engagement may appear, its consequences were of the greatest importance to the stability of the British empire in India. The French had been for years preparing this armament at a vast expence, and had formed the most flattering prospects of its success; its arrival in India was regarded by the enemies of the British Government in that quarter, as the final period of our power on the coast of Coromandel; upon its assistance Hyder Ally had formed the strongest hopes of our expulsion, and the French themselves came in full confidence of a complete victory. We can scarcely regard that as a drawn battle, which was the means of disappointing these mighty expectations, and of defeating a project which threatened our political existence in India. The Governor General and Council of Bengal, in their letter of congratulation to Sir Edward Hughes on this occasion, make use of the following forcible expressions, which, when we consider their rank, and the opportunities they had of judging of the extent of the danger which threatened them, will convey a strong idea of the value of our Admiral's service. "We regard," say they, "your action with the French fleet as the crisis of our fate in the Carnatic, and in the result of it we see that province relieved and preserved, and the permanency of the British power in India firmly established." In another part of their letter they say, "a proof so unequivocal of the superior courage and discipline of the Officers and seamen under your command, and of their confidence in their leader, must excite in the minds of all the Powers in India, a confirmed opinion of the unrivalled military character of the British nation." The Governor and Council of Madras addressed the Admiral in terms equally flattering. "The very masterly and spirited manner," say they, "in which you bore down upon the French fleet at your departure from these roads, claimed at that time our warmest thanks; and we now most sincerely congratulate you on the new honour which the British flag has acquired, by the courage and conduct so eminently displayed by you, in the late

combat against such superior numbers." To these honourable testimonies in our hero's favour, it is impossible for us to make any additions.

On the 30th of March, the Admiral was joined at sea by the Sultan and Magnanime from England, both which ships were then very sickly and much reduced by the scurvy. As Sir Edward had on board the squadron a reinforcement of troops for the garrison of Trincomale, and a quantity of military stores, he judged it most advantageous for the public service, especially as he knew the enemy's squadron was to the southward, not to return to Madras to land the sick and scorbutic of the two ships, but to proceed directly for Trincomale, "without," to use his own words, "either seeking or avoiding the enemy." On the 6th of April the squadron fell in with a French ship, which they chased on shore and burnt, near Tranquebar, but the Officers and men escaped, and carried off with them dispatches for their Commanders in Chief by sea and land.

On the 8th, at noon, the enemy's squadron, consisting of eighteen sail, was discovered in the N. E. quarter; but agreeable to his previous resolution, Sir Edward continued his course. During the three following days the enemy kept in sight, without any encounter taking place; but on the 12th, at day light, M. Suffrein having obtained the weather-gage, in consequence of Sir Edward having bore away for Trincomale, and their copper-bottomed ships coming fast up with the rear of the British squadron, the Admiral, notwithstanding their superiority, determined to engage them. The following is Sir Edward's account of the action which ensued:—

At nine in the forenoon, I made the signal for the ships in our squadron to form the line of battle ahead, on the starboard tack, at two cables length distance from each other, the enemy then bearing N. by E. distant about six miles, and the wind at N. by E. They continued manœuvring their ships, and changing their positions in their line, till fifteen minutes past noon, when they bore away to engage us; five of their van stretching along to engage the ships in

our van, and the other seven sail steering directly on our center ships, the Superb, the Monmouth, her second ahead, and the Monarca, her second astern. At half past one, the engagement began in the van of both squadrons; three minutes after, I made the signal for battle. The French Admiral in the Hero, and his second astern the L'Orient, bore down on the Superb within pistol-shot. The Hero continued her position, giving and receiving a severe fire for nine minutes, and then stood on, greatly damaged, to attack the Monmouth, at that time engaged with another of the enemy's ships, making room for the ships in his rear to come up to the attack of our centre, where the engagement was hottest. At three the Monmouth had her mizen-mast shot away, and in a few minutes after, her main mast, and bore out of the line to leeward. At forty minutes past three the wind unexpectedly continuing far northerly without any sea-breeze, and being careful not to entangle our ships with the shore, I made the signal for the squadron to wear, and haul their wind in a line of battle ahead on the larboard tack, still engaging the enemy. At forty minutes past five, being in fifteen fathom water, and apprehensive lest the Monmouth might, in her disabled state, drift too near the shore, I made the signal for the squadron to prepare to anchor. At forty minutes past six the enemy's squadron drew off in great disorder, to the eastward, and the engagement ceased, their Admiral having shifted his flag from the Hero to the French Hannibal, on account of the Hero's disabled state; and soon after I anchored with the squadron, the Superb close to the Monmouth, in order to repair our damages, which, on board the Superb and Monmouth, were very great in the hulls, masts, sails, and rigging; and almost all the ships had suffered considerably in their masts, sails, and rigging.

Much about this time the French frigate La Fine, being ordered, I suppose, to tow and assist their disabled ship the Hero, fell on board his Majesty's ship Isis, and had actually struck his colours to her; but taking advantage of the darkness of the night, and the state the Isis was in, just come out of action, in which she had a number of men killed and wounded, and otherwise ill-manned, the frigate got clear of the Isis, and escaped.

On the morning of the 13th, at day-light, I found the enemy's squadron had anchored about five miles without us, in much disorder and apparent distress, but they had lost no lower masts; both squadrons were busily employed in repairing damages, drawing into order for defence, the enemy seeming to apprehend an attack from us, and I myself uncertain if they would not renew the engagement, in order to get hold of the Monmouth. In these situations both squadrons continued at anchor till the 19th in the morning, when the

enemy's got under sail with the land wind, and stood out to sea close hauled, and at noon tacked with the sea breeze, and stood in for the body of our squadron, as if with intent to attack; but after coming within two miles of us, and finding us prepared to receive them, they again tacked, and stood to the eastward by the wind.

Abstract of the killed and wounded on board his Majesty's ships.

Ships.	Killed.	Wounded.	Total.
Superb,	59	96	155
Exeter,	4	40	44
Magnanime,		7	7
Monmouth,	45	102	147
Monarca,	7	28	35
Worcester,	8	26	34
Burford,	6	36	42
Eagle,		22	22
Hero,	2	13	15
Sultan,		9	9
Isis,	6	51	57
	137	430	567

On the departure of the French fleet, Sir Edward proceeded with his squadron to Trincomale, where he arrived on the 22d, and immediately landed the reinforcement and military stores destined for the garrison, and the sick and wounded. Having refitted the Monmouth and the rest of the ships, as well as circumstances would permit, he sailed from Trincomale on the 24th of June, and the following day anchored in Negapatnam road. Here he was informed that the French squadron was at anchor off Cuddalore, which place had surrendered to their land forces. The Admiral continued at anchor in Negapatnam road till the 5th of July, when at noon the French squadron, consisting of eighteen sail, twelve of which were of the line, came in sight. At three P. M. he weighed with the squadron, and stood to the southward all that evening and night, in order to get to windward of the enemy. For the particulars of the action which followed, we shall again refer to Sir Edward's official account, which is so clear and perspicuous as to need no comment.

On the 6th, at day-light, the enemy's squadron at anchor, bearing, N. N. E. distant about seven or eight miles, wind at S. W. At fifty minutes past five, A. M. I made the signal for the line of battle abreast, and bore away towards the enemy. At six, observing the enemy getting under sail, and standing to the westward, hauled down the signal for the line of battle abreast, and made the signal for the line of battle ahead, at two cables length distance. At ten minutes past seven, our line being well-formed, made the signal to bear down on the enemy; each ship in our line against the ship opposed to her in the enemy's line. At forty minutes past ten, the enemy's line began to fire on our's. At forty five minutes past ten, I made the signal for battle, and at the same time the signal for a close engagement.

From ten minutes after eleven, till thirty-five past noon, the engagement was general from van to rear in both lines, and mostly very close; the enemy's ships appeared to have suffered severely both in hulls and masts; the van ship had bore away out of their line; and the Brilliant, the French Admiral's second ship ahead, had lost his main-mast. At this time the sea breeze set in at S. S. E. very fresh, and several of the ships in our van and centre were taken aback and paid round with their heads to the westward, while others of our ships, those in the rear in particular, which had suffered less in their rigging, paid off and continued on their former tack. Some of the enemy's ships were also paid round by the sea breeze, with their heads to the westward: the Admiral's second ahead in particular, which I supposed to be the Ajax, but proved afterwards to be the Severe, fell alongside the Sultan, and struck to her; but, whilst the Sultan was wearing to join me, made what sail he could, and fired on and raked the Sultan, without showing any colours, and then got in amongst his own ships. At fifty minutes past noon, finding the Worcester, Eagle, and Burford, still continuing on their former tack, and nearing the body of the enemy's squadron very fast, I made the signal to wear, and hauled down the signal for the line, proposing to make the signal for a general chase; but the Captain of the Monarca having hailed, and informed me that all his standing rigging was shot away, and the ship otherwise so much disabled as to be ungovernable, and the Hero on the contrary tack, hauling in with the land, with the signal of distress out, and the enemy's ships having wore and come to on the larboard tack, those least disabled forming to windward to cover their disabled ships, and endeavouring to cut off the Eagle, I made the signal, at twenty minutes past one, to wear, and stood to the westward, the engagement still continuing partially, whenever our ships were near the enemy's, and the Eagle hard pressed by two of the

enemy's ships. At half past one, I made the signal for the line of battle ahead on the larboard tack, and made the Exeter's signal to come within hail, and directed her to take her station astern of the Sultan. At two P. M. the enemy's squadron was standing in shore, and collecting their ships, which I was also endeavouring to do, as our squadron was very much dispersed, and continued on different tacks, the ships being greatly disabled, and in general ungovernable.

At half past four, I hauled down the signal for the line of battle ahead, and made the signal to prepare to anchor; and at half past five, I anchored with the Superb in six fathom water, between Negapatnam and Nagore, the other ships of the squadron anchoring as they came in with the land, and the Worcester next day.

The enemy having collected their ships into a close body, anchored at six P. M. about three leagues to leeward of our ships; during the remainder of the day, and all night, our ships were closely employed in securing their lower masts, almost all their standing rigging being shot away; splicing the old and reeving new rigging, and getting serviceable sails to the yards.

On the 7th, in the morning, the damages sustained by the several ships of the squadron appeared to me so great, that I gave up all thoughts of pursuing the enemy; and at nine A. M. the French squadron got under sail, and returned to Cuddalore road, their disabled ships ahead, and those less so, covering their retreat in the rear.

At ten A. M. I sent Captain James Watt, of his Majesty's ship the Sultan, in the Rodney brig, disarmed, with a flag of truce, and a letter to Mons. Suffrein, containing a demand of the surrender of the French King's ship Ajax. Captain Watt came up with the French squadron the same evening, and my letter was forwarded to Mons. Suffrein, who returned an evasive answer, saying, it was the French ship Severe who had the halliards of his ensign shot away, as frequently happens in action, by which means it came down, but never was intended to be struck.

I am extremely happy to inform their Lordships, that in this engagement his Majesty's squadron under my command gained a decided superiority over that of the enemy; and had not the wind shifted, and thrown his Majesty's squadron out of the action, at the very time when some of the enemy's ships had broken their line, and were running away, and others of them greatly disabled, I have good reason to belive it would have ended in the capture of several of their line of battle ships. I am also happy to inform their Lordships, that the Officers and men of the squadron behaved to my satisfaction, and have great merit for their bravery and steady conduct, the Captains

Gell of the Monarca, Ranier of the Burford, and Watt of the Sultan, eminently distinguished themselves by a strict attention to my signals, and the utmost exertion of courage and conduct against the enemy.

I am also obliged to Colonel Fullarton, of the 98th regiment, who has been my companion in the Superb since I left Madras road in March last, preferring to serve with his corps on board to living inactive on shore. The Officers and men of this regiment have behaved with great regularity on board the ships of the squadron, and done their duty well on all occasions. Major Grattan, an Officer late of General Meadows's Staff, and a Captain in the 100th regiment, has also served with great credit on board the Superb on this occasion, in the absence of his corps, now on the Malabar coast.

The death of Captain Maclellan, of the Superb, who was shot through the heart with a grape-shot early in the engagement, is universally regretted by all who knew him. I had experienced in him an excellent Officer in every department of the service.

Abstract of the killed and wounded.

Ships.	Killed.	Wounded.	Total.
Superb,	7	19	26
Hero,	12	23	35
Magnanime,	2	17	19
Monmouth,		12	12
Monarca,	8	46	54
Burford,	7	34	41
Eagle,	4	9	13
Exeter,	11	24	35
Sultan,	16	21	37
Worcester	1	9	10
Isis,	9	19	28
	77	233	310

The British Admiral finding it impossible to pursue the enemy, after this engagement, without a supply of spars and cordage, and the ammunition of the squadron, as well as its provisions, being nearly exhausted, he was obliged to proceed with his ships to Madras roads, the only place where he could obtain a supply of the necessaries which he wanted. Sir Edward arrived at Madras on the 20th of July, and immediately exerted himself with his usual zeal, activity, and perseverance, to put the squadron in a condition for service.

It was one of the characteristics of Sir Edward Hughes, that he was not only brave to an excess in action, and, at the same time, cool, considerate, and collected, but that, where it was necessary, he entered into all the minutiæ of the service, and afforded to every one under his command an excellent example of attention to the duties of his station, and regard to the honour of his country. The splendour of heroic achievements spreads a lustre around them, which often prevents us from bestowing a due portion of praise on the prudence, foresight, and cautious vigilance of a Commander; but these are qualities not less requisite than courage, to the composition of a real hero, and these Sir Edward Hughes possessed in a conspicuous degree.

On the 20th of August, the squadron having completed its provisions, and being in a tolerable condition for service, sailed from Madras road to protect Trincomale, and for the purpose of covering the arrival of a reinforcement that was expected from Europe. The Admiral used all possible diligence to get to the southward, but on his arrival off Trincomale, on the 2d of September, he had the mortification to discover French colours on the forts, and a French squadron at anchor in the bay, the same which he had already engaged three times. M. Suffrein had been reinforced by the Illustre, a ship of 74 guns, the St. Michael, of 64, and the Elizabeth, of 50, a ship formerly belonging to the East India Company, and his squadron had also received a supply of necessaries by a convoy of transports from Europe. An action took place the following day, the principal particulars of which will be found in the Admiral's official letter.

On the appearance of his Majesty's squadron on the morning of the 3d, the French squadron, consisting of fourteen line of battle ships, the Elizabeth, three frigates, and a fireship, got under sail, and, about six A. M. stood out of Black Bay to the south-eastward, the wind blowing strong at S. W. off the shore, which placed them to the windward of his Majesty's squadron. At ten minutes past six A. M. I made the signal for the line of battle ahead at two cables length

distance, shortened sail, and edged away from the wind, that the ships to form the van of our line might the more speedily get into their stations. At twenty minutes past eight, the enemy's squadron began to edge down on our line, then formed in good order. From that time till half past eleven A. M. I steered under top-sails in the line E. S. E. with the wind blowing strong at S. W. in order to draw the enemy's squadron as far as possible from the port of Trincomale; they sometimes edging down, sometimes bringing to, and in no regular order, as if undetermined what to do.

At noon, the enemy's squadron appeared to have an intention to engage. At half past two P. M. the French line began to fire on ours, and I made the signal for battle; at five minutes after the engagement was general from our van to our rear; the two additional ships of the enemy's line falling furiously on our rearmost ship the Worcester, were bravely resisted by that ship and the Monmouth, her second ahead, which backed all her sails to assist her. About the same time, the van of the enemy's line, to which five of their ships had crowded, bore down on the Exeter and Isis, the two headmost ships of our line, and by an exerted fire on them, forced the Exeter, much disabled, out of the line, then tacked, keeping their wind, and firing on the Isis, and other ships of our van, as they passed. In the mean time the centres of the two lines were warmly engaged, ship to ship. At twenty-eight minutes past three, the mizen-mast of the French Admiral's second astern was shot or cut away, and, at the same time, his second ahead lost her fore and mizen-top-masts.

At thirty five minutes past five, the wind shifting suddenly from S. W. to E. S. E. I made the signal for the squadron to wear, which was instantly obeyed in good order, the ships of the enemy's squadron either wearing or staying at the same time; and the engagement was renewed on the other tack close and vigorously on our part. At twenty minutes past six, the French Admiral's main-mast was shot away by the board, and soon after his mizen-mast; and about the same time the Worcester, one of our line of battle ships, lost her main-top-mast. At about seven P. M. the body of the French squadron hauled their wind to the southward, the ships in our rear continuing a severe fire on them till twenty minutes past seven, when the engagement ceased; and the ships of our squadron had apparently suffered so much, as to be in no condition to pursue them. At about eight P. M. made the night signal for the line of battle ahead on the larboard tack, but the night being dark, and several of the ships not to be seen, at twelve P. M. I made the signal for the squadron to bring to, and lie by on the larboard tack. At day-light no part of the enemy's squadron was in sight; and the Eagle, Monmouth,

Burford, Superb, and several other ships making much water from shot holes, so very low down in the bottom as not to be come at to be effectually stopped; and the whole having suffered severely in their masts and rigging; under these circumstances, and Trincomale being in the enemy's possession, and the other parts of the west coast of Ceylon unsafe to anchor on, at this season of the year, when the N. E. winds often blow very strong there, I was under the necessity of steering with the squadron for this coast, to get anchoring ground, in order to stop the shot-holes under water, and from the disabled state of the several ships, I fell in with the wind a very few leagues only to windward of this port, on the 8th of this month, and anchored in this road on the 9th, and am now closely employed in repairing the damages the several ships have received.

By the account of the killed and wounded, their Lordships will observe, that although we have been fortunate in losing few of our men, we have suffered most severely in Officers. The Hon. Captain Lumley, of the Isis, a very good Officer, and promising young man; Captain James Watt, of the Sultan, a most worthy Officer, died of his wounds; and Captain Charles Wood, of the Worcester, a most deserving Officer, dangerously wounded, with little hopes of his recovery.

As the change of the monsoon is now near at hand, and the line of battle ships in their present state, cannot remain on this coast; and as the lateness of the season may have induced Sir Richard Bickerton to remain at Bombay, in hopes of joining me there, I am preparing the ships of the squadron for service, and, so soon as they are in a condition, I shall proceed to sea with them, and make the best of my way to Bombay, and there use every possible diligence to get the squadron in a condition to come early on this coast.

I have not been able to procure the least intelligence of the French squadron since the engagement of the 3d of this month, but suppose they are refitting at Trincomale.

Inclosed is the account of the killed and wounded in the late engagement; and a list of the English and French naval force in these seas, as they were on the 3d of this month.

Superb.—Four seamen killed; Lieutenant Murray, Lieutenant Orr, of the marines, Lieutenant Thompson, of the 98th regiment, forty-nine seamen and marines, wounded.

Hero.—One seaman killed; seventeen seamen and marines wounded.

Sultan.—Four seamen and marines killed; Captain Watt (since dead), Lieutenant Bartholomew, Lieutenant Stewart, of the 78th regiment, forty three seamen, marines, and 78th regiment, wounded.

Magnanime.—Three seamen and one sepoy, killed; Lieutenant Stephenson, and sixteen seamen, wounded.

Monmouth.—Three seamen wounded.

Monarca.—Captain Robert Clugstone, of the Marines, Lieutenant Barret, of ditto, four seamen, marines, 78th and 98th regiments, killed ; Hon. Captain Maitland, of the 78th regiment, Hon. Lieut. Sandilands, Lieutenant Armstrong, ten seamen, 78th and 98th regiments, wounded.

Burford.—Four seamen and 98th regiment, killed ; thirty-eight seamen, marines, 78th and 98th regiments, wounded.

Sceptre.—Two seamen killed ; twenty-three seamen wounded.

Eagle.—Eight seamen killed ; fourteen seamen wounded.

Exeter.—Six seamen, marines, and 98th regiment, killed ; Lieut. Atkins, eighteen seamen, marines, and 98th regiment, wounded.

Worcester.—Lieutenant Edwards, of the marines, Boatswain, four seamen, killed ; Captain Charles Wood (dangerously), fifteen seamen, wounded.

Isis.—Hon. Captain Lumley, Mr. Bell, Master's Mate, five seamen and marines, killed ; nineteen seamen and marines, wounded.

Total 51 killed. 283 wounded.

A list of the English and French Squadrons.

ENGLISH SHIPS.	*Guns.*
Superb, - - -	74
Hero (coppered), -	74
Sultan (ditto), -	74
Burford, - -	70
Monarca, - -	68
Exeter, - -	64
Worcester, - -	64
Monmouth (coppered),	64
Eagle, - -	64
Magnanime (coppered),	64
Sceptre (ditto) -	64
Isis (ditto), - -	50
FRIGATES.	
San Carlos (coppered),	44
Active (ditto), -	32
Coventry (ditto), -	28
Medea (ditto), -	28
Seahorse (ditto), -	24
Combustion fireship.	

FRENCH SHIPS.	*Guns.*
Hero (coppered), -	74
Illustre (coppered), -	74
L'Orient, - -	74
Hannibal, - -	74
Vengeur (coppered),	64
Artesian (ditto), -	64
Sphynx (ditto), -	64
Brilliant, - -	64
Severe, - -	64
Bizarre, - -	64
Ajax, - -	64
St. Michael (coppered),	64
English Hannibal (ditto),	50
Flamand, - -	50
Consolante - -	50
FRIGATES.	
Pourvoyeuse, -	36
Bellona (coppered),	34
La Fine (ditto), -	34
Sylphide, - -	18
Chaser (coppered), -	18
Diligente,	
Pulveriseur fireship.	

Thus in the course of less than a twelvemonth, Sir Edward Hughes was four times severely engaged with a force considerably superior to his own in numbers, and commanded by an Officer of as great skill and courage as any whom his nation has ever produced. Yet under these disadvantages, he maintained the honour of the British character for naval pre-eminence unsullied, and if he gained no decisive victories, or signalized himself by no extensive defeat of the enemy, the services which he performed for his country were substantial rather than splendid, solid rather than brilliant. The severe encounters in which Sir Edward Hughes and M. Suffrein were engaged, bring to our recollection the terrible conflicts which took place towards the latter end of the seventeenth century, between the English and Dutch fleets in the Narrow Seas. Both parties entered into combat with equal resolution, and fought with equal obstinacy. During the late war some splendid victories were gained without much expence of human life, at least on the part of the British; the ship which suffered most severely in the glorious action of the 1st of June, the Brunswick, Captain John Hervey, had forty-four men killed, while Sir Edward Hughes's ship lost in the action of the 12th of April fifty-nine men; and in the course of little more than seven months he had, on board his own ship, eighty-one men killed, and 192 wounded, a loss which it would be difficult to find a parallel to in modern times.

After the last action Sir Edward repaired with his squadron to Bombay, the season for operations on the coast of Coromandel being at an end, and here he was joined by a reinforcement from England, under Sir Richard Bickerton, consisting of the Gibraltar, of 80 guns, the Cumberland and Defence, of 74 guns, the Inflexible, Africa, and Sceptre, of 64 guns, and the Bristol, of 50 guns. The war had terminated in Europe early in the year 1783, but intelligence of that event had not reached India in the month of June, when, on the 13th, being off Cuddalore, a French settle-

4

ment, which was then besieged by the Company's forces under General Stuart, M. Suffrein's squadron once more appeared in sight from the southward. A variety of unconsequential manœuvres took place between this time and the 20th, when the French Admiral having the advantage of the weather-gage, and probably being informed of the weak state of Sir Edward's squadron, on account of the havoc made by the scurvy among the crews of the different ships, particularly of those last arrived, bore down to engage about four o'clock in the afternoon, and began the action with a heavy cannonade, which was returned with the greatest spirit by the British. It continued three hours, when the enemy hauled off, and Sir Edward collected his squadron. The loss on this occasion was less than it had been in former encounters; on board Sir Edward's ship twelve were killed, and forty-one wounded, and the total loss of the squadron was ninety-nine killed, and 437 wounded. On the 22d, the enemy were again discovered off Pondicherry, but no encounter took place, and on the 25th the Admiral arrived at Madras, where he received the intelligence that peace had taken place. In consequence of this hostilities were mutually suspended, and the British fleet returned to England, at intervals, in divisions.

After his arrival Sir Edward never took upon him any command. He had been advanced, on the 19th of March 1779, to be Rear-Admiral of the Red, on the 26th of September 1780, to be Vice of the Blue; and on the 24th of September 1787, he was advanced to be Vice-Admiral of the Red; as he was afterwards, on the 1st of February 1793, to be Admiral of the Blue. He died at his seat at Luxborough in Essex, on the 17th of February 1794, full of years and honours. The author of the Biographia Navalis thus sums up his character, to which we give our cordial assent:—

> As to his services they stand on record, and from their nature require not the assistance, either of panegyric or praise; we shall therefore, content ourselves with saying, that after acquiring a most

Walls. sc.

... Tank at Tobacco Bay — Bermuda.

princely fortune in India, he returned to his native country neither arrogant on account of his wealth, nor presuming on his worldly prosperity, but retained to the last moment of his life, a benevolence which proved him truly worthy of the riches he had acquired, and which he appeared ready to distribute, on proper occasions (unlike some persons who have acquired fortunes in the same quarter, and have been afterwards only distinguished for their meanness or prodigality), as though he considered himself only the almoner of other's wealth, and not the possessor of his own. It is elsewhere truly and concisely said of him, that, in private life, the goodness of his heart led him to acts of benevolence which, though not ostentatious in themselves, will remain recorded in the memories of many.

DESCRIPTION OF PLATE CXVII.

WE are indebted to a Correspondent that uses the signature PORGAY, for the annexed View and the following description, which we give in his own words :—

THE annexed view of the *Watering Tank, at Tobacco Bay, Bermudas*, was taken from Murray's anchorage on the north side of the islands, where a line of battle ship is at anchor, another coming in, having passed Catherine's Point, and a fishing-boat in the foreground.

Of this island, or rather group of islands, I am unable to give more than an *outline*, but hope the few following observations will occasion your receiving some communication on the subject from others better acquainted.

Various accounts are given of the time of their discovery, but it appears they remained uninhabited, till about the year 1609, when Sir George Summers was wrecked on them.

In former times the Bermudas must have been held in great dread by the navigator, from the tempestuous weather in their neighbourhood. In the Tempest of Shakespeare, we find Prospero addressing Ariel as follows :—

PROS. Of the King's ship,
The mariners, say how thou hast dispos'd,
And all the rest of the fleet?

ARIEL. Safely in harbour
Is the King's ship; in the deep nook where once
Thou call'dst me up at midnight to fetch dew
From the *still vex'd Bermoothes*.

And Donne, who wrote about two centuries ago, in describing the effects of a storm, says,

> Compar'd to these storms death is but a qualm,
> Hell somewhat lightsome, the Bermudas calm.

That these islands are frequently visited by storms cannot be denied, but whatever fears were formerly entertained on approaching them, when nautic science was less cultivated—it is now considered as fraught with much danger.

In the American rebellion they were sometimes visited by our men of war, during which period the Cerberus frigate was wrecked on the south side, at Castle Harbour; Murray's anchorage was then unexplored; and it is to the scientific knowledge and sedulous exertions of Captain Thomas Hurd, of the Navy, who for some years previous, and about the beginning of the late war, was employed on this intricate survey, that the nation is indebted for its completion.

The geographical situation of the Bermudas, as well as of the many banks and reefs, which on the north, east, and west sides, extend to the distance of three, four, and five leagues, has been ascertained by Captain Hurd with the same fidelity as the channels to the harbours.

In 1795, Admiral Murray, in the Resolution, with other line of battle ships, having passed through the channel by Catherine's Point, anchored on the north side, from which circumstance the anchorage acquired his name.

The navigating a 74 gun ship *among* the rocks in this truly intricate channel, where, from the translucency of the water, they could be discerned but a few yards on either side of her bottom, served to confirm an opinion I had always heard as well as entertained of the *cool nerves* of the late Admiral. And it must have been highly flattering to the persevering talents of his pilot, Captain Hurd.

During the subsequent part of the war, Murray's Anchorage was a frequent rendezvous for the line of battle ships and frigates under the command of the late worthy Admiral Vandeput.

From about east round by south, to west south-west or west, the Anchorage is sheltered by the land. To the north, north-east, and north west, it is exposed to a long range of sea, but which is considerably diminished by reefs forming a barrier in these directions, though at several miles distance. Line of battle ships and frigates have encountered very heavy gales in this Anchorage without accidents.

Among the reefs there is a passage to sea, called the "North Rock Channel," through which several frigates have passed when eastern winds have rendered the channel by St. Catherine's Point impracticable.

The bottom in Murray's Anchorage is at a moderate depth, of a kind of tough pipe-clay.

About a mile from where the men of war anchor, a tank has been built at Tobacco Bay, to collect rain water for the Navy. But water can be procured at the wells where frigates anchor with safety, some miles westward of Murray's anchorage.

From Tobacco Bay, it is a short mile across to St. George's Harbour, where, during the war, there was a small *depot* of stores for the American squadron. Into this harbour sloops of war can pass with safety. A twenty-four gun ship entered it without accident.

Pilots are to be procured by making a signal off Castle harbour, who generally anchor vessels in a place called the *Hole*, should the wind or tide be adverse for entering St. George's harbour. The former of which even at spring tides does not rise above six feet.

The length of the Bermudas from Wreck Hill, the western part of them, to St. David's Head, in the opposite quarter, is about six or seven leagues. Their breadth not near as much. It is not here meant to include the banks and reefs.

They should be approached, if possible, from the S. W. quarter, as on their south side there are no sudden dangers, nor indeed any, but the S. W. breakers, which are not above a mile from the land. It is not uncommon before you make the land, to first distinguish the white houses above the horizon.

PORGAY.

P. S. The Bermudian pilots are *men of colour*, very prompt and intelligent in their business, particularly since they have been accustomed to men of war. They generally take their station on the forecastle or bowsprit, where they can distinguish every rock, by the transparency of the water, *luffing* and *bearing away* with great rapidity, bringing rocks from one *bow* to the other in a short minute.

A Captain in a small frigate under sail off the island, was anxious to know of one of these active fellows, whether he could carry the ship into St. George's harbour. The pilot paused a little, but said, "he believed he could find room for her keel among the rocks without touching them." The Captain made no more inquiries, feeling perfectly satisfied in being conveyed to Murray's anchorage.

CORRESPONDENCE.

TO THE EDITOR.

SIR, *Feb.* 7, 1803.

CONCEIVING that an account of the family of the late Captain Cook will be acceptable to your readers, induces me to send you the following particulars, extracted from that excellent work, the Life of Captain James Cook by Dr. Kippis, and the Gentleman's Magazine, as an addition to the interesting Memoirs of that illustrious character given in the beginning of this volume.

Life of Captain James Cook, page 517.—Our navigator had six children: James, Nathaniel, Elizabeth Joseph, George, and Hugh. Of these, Joseph and George died soon after their birth, and Elizabeth in the fifth year of her age. James, the eldest son, who was born at St. Paul's, Shadwell, on the 13th of October 1763, is now a Lieutenant in his Majesty's Navy. In a letter, written by Admiral Sir Richard Hughes, in 1785, from Grenada, to Mrs. Cook, he is spoken of in terms of high approbation. Nathaniel, who was born the 14th of December 1764, at Mile-end, Old Town, was brought up likewise in the naval service, and was unfortunately lost on board his Majesty's ship Thunderer, Commodore Walsingham, in the hurricane which happened at Jamaica on the 3d of October 1780. He is said to have been a most promising youth. Hugh, the youngest, was born on the 22d of May 1776, and was so called after the name of his father's great friend, Sir Hugh Palliser *.

Gentleman's Magazine, vol. 64. *page* 182. *Obituary.*—January 24, aged 30, Captain Cook, of his Majesty's ship Spitfire, drowned in Poole harbour. He was eldest and only surviving son of the celebrated navigator. The boat is supposed to have missed the ship in the night, and afterwurds upset on one of the ledges of rocks of the Isle of Wight, as the body was found near a mill. The boat had drifted in close to the place where the body was picked up, but no part of the boat's crew, which consisted of the coxswain and seven men, have been found. The Captain, had he lived, bid fair to have been an ornament to his profession. His body was brought to Cambridge, February 4, and buried in St. Andrew's Church, in the

* From the information of Mrs Cook.

same grave with his brother, who died there of a fever, in his 18th year, December 28, 1793.

As a tribute of respect to the memory of Captain Thomas Baillie, who is mentioned in your Obituary, page 81, I trust that you will insert the account of the Greenwich Hospital affair, as related in Charnock's Biographia Navalis, vol. vi. p. 215.

AN OLD CORRESPONDENT.

Agreeable to the request of this Correspondent, we here insert the extract alluded to.

On the death of Captain Cotton Dent, in the month of January 1761, this gentleman was, through the interest of the Earl of Bute, as it is said, promoted to be one of the Captains in Greenwich Hospital; and, not improbably through the same interest, to be Lieutenant-Governor of the same noble Institution, on the death of Mr. Boys, in the month of March 1774. He retained this honourable station only till the year 1778, when, having instituted a complaint relative to some abuses in the direction and management of the hospital, particularly in regard to the sheets, the shirts of the pensioners, and the cloathing of the nurses, he was dismissed from his station by the Admiralty Board, and Captain Maplesden appointed to succeed him.

This affair occasioned no inconsiderable noise; a public inquiry was moved for in the House of Lords, by the Duke of Richmond, in the ensuing year, but after some little progress, the party influence of the Ministry prevailed, and the whole dispute fell to the ground. The business, however, which had just been agitated, created so strict an intimacy between Captain Baillie and his Grace, that on the latter having been, in 1782, raised to the high station of Master-General of the Ordnance, he * soon afterwards appointed Mr. Baillie † to the lucrative office of Clerk of the Deliveries, which station he now continues to fill.

* In 1784, died John Barnard, Esq. (son to Sir John Barnard, heretofore Lord Mayor of London), and by his will, dated November 6, 1779, bequeathed Captain Baillie five hundred pounds, in the following terms:—"I give to Captain Thomas Baillie, late Deputy-Governor of Greenwich Hospital, five hundred pounds, as a small token of my approbation of his worthy and disinterested, though ineffectual, endeavours to rescue that noble national charity from the rapacious hands of the basest and most wicked of mankind."

† In 1786, he had the misfortune to lose his lady, who died on the 12th of July in that year.

TO THE EDITOR.

SIR,

HAVING some time since made some communications to you, which have been favourably received, and always considered your interesting Publication meant to make known to the world, all naval actions worthy of record that may have been achieved, I beg leave to inform you of one which has never yet appeared in print, but which, for bravery, good conduct, and success, may be ranked amongst the most brilliant performed during the late war, and can only account for its not having been made public and rewarded, by the unexpected death of Captain R. Lane, of his Majesty's ship Acasta, very soon afterwards.

AN OLD OFFICER.

In the latter end of the year 1798, his Majesty's ships Acasta and Ceres, under the command of Captains Lane and Otway, being on a cruise off the west end of the island of Porto Rico, information was obtained that a French national brig of sixteen guns, two schooner privateers, and several other vessels, were laying in Aguada Bay, in that island, under the protection of a Spanish fort. There not being sufficient water for the ships, Lieutenants Wooldridge, of the Ceres, and Thompson, of the Acasta, in the most gallant manner, volunteered their services to take them with the boats, which was performed at two o'clock in the afternoon, bringing out with them the French national brig Mutine, of sixteen six pounders, and one twelve-pounder, chase gun, manned with ninety men; two privateer schooners of four guns each, and forty-five men, together with four schooners, their prizes, fortunately without the loss of a man, although the enemy lost in killed and drowned upwards of forty men.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

BEING lately on a visit, I found the following character of the First Lord of the Admiralty, placed beneath a portrait of his Lordship; and was informed that it was written by a Captain who served in his Lordship's fleet in the Mediterranean. I own, Sir, I am among those who think the public danger to be—perhaps it is not too much to say—unparalleled. But that opinion it is which enhances the intrinsic merit of such men as my Lord St. Vincent.

Worthy in times of every description, to serve the country in its highest offices, they alone are prepared to maintain in times like the present, the authority of the Sovereign undiminished, and the welfare and glory of the nation entire.

Sir, I join many of your Subscribers in a wish, that you will give the following a place in your valuable Publication.

T. W.

EARL ST. VINCENT, is a man endowed with great and singular abilities, which have fitted him better for the high and important stations he has held, as Commander in Chief of the Fleet, and First Lord of the Admiraly, than any person who has preceded him. Possessing a mind profound and firm, and a courage exalted, enterprising, and determined; the talent of penetrating and distinguishing the true characters of men, and employing them on the service best suited to their abilities; depending entirely on himself with that confidence which superior ability alone can give; he decides according to the exigency at the moment, and his decission being as just as prompt, and never allowing of remonstrance, parley, or limitation to his orders, they are carried into effect with a celerity and order never before known in the Navy, which, by an able, manly, independent, and persevering discipline, he has prevented from sinking into the most shameful and dangerous insubordination, and having on the 14th of February shown, by the most daring and greatest enterprise, ever before ventured upon, what might be achieved by the invincible courage of British seamen, and which has been so greatly followed up, has raised the fleet of England to the most commanding eminence. The whole system of his naval discipline thus consists in the word *obey*.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

MR. EDITOR,

I HAVE copied the following article from an old and scarce book, which you may possibly deem worthy of appearing in the pages of the Naval Chronicle. I am, &c.

P.

Extraordinary instance of maternal affection in a savage Animal, to which several persons belonging to the CARCASS *frigate, which went out to make Discoveries towards the North Pole, were eye witnesses.*

WHILE the Carcass was locked in the ice, early one morning the man at the mast head gave notice, that three bears were making their

way very fast over the Frozen Ocean, and were directing their course towards the ship. They had, no doubt, been invited by the scent of some blubber of a sea-horse the crew had killed a few days before, which had been set on fire, and was burning on the ice at the time of their approach. They proved to be a she bear and her two cubs; but the cubs were nearly as large as the dam. They ran eagerly to the fire, and drew out from the flames part of the flesh of the sea-horse that remained unconsumed, and eat it voraciously. The crew from the ship threw great lumps of the flesh of the sea-horse, which they had still left upon the ice, which the old bear fetched away singly, laid every lump before her cubs as she brought it, and dividing it, gave each a share, reserving but a small portion to herself. As she was fetching away the last piece, they levelled their musquets at the cubs, and shot them both dead, and in her retreat, they wounded the dam, but not mortally, which would have drawn tears of pity from any but unfeeling minds, to have marked the affectionate concern expressed by this poor beast in the dying moments of her expiring young. Though she was sorely wounded, and could but just crawl to the place where they lay, she carried the lump of flesh she had fetched away, as she had done others before; tore it in pieces and laid it down before them; and when she saw that they refused to eat, she laid her paws first upon one, and then upon the other; and endeavoured to raise them up: all this while it was pitiful to hear her moan. When she found she could not stir them, she went off, and when she had got at some distance, looked back and moaned; and that not availing her to entice them away, she returned, and smelling round them began to lick their wounds. She went off a second time, as before; and having crawled a few paces, looked again behind her, and for some time stood moaning. But still her cubs not rising to follow her, she returned to them again, and with signs of ixexpressible fondness, went round one and round the other, pawing them and moaning. Finding at last that they were cold and lifeless, she raised her head towards the ship, and growled a curse upon the murderers, which they returned with a volley of musquet balls. She fell between her cubs, and died licking their wounds.

The white-bear of Greenland and Spitzbergen is considerably larger than the brown bear of Europe, or the black bear of North America. This animal lives upon fish and seals, and is not only seen upon land in the countries bordering on the North Pole, but often on floats of ice several leagues at sea.

AN ACCOUNT OF THE INTRIGUES OF THE COMTE DE PARADES IN ENGLAND DURING THE AMERICAN WAR.

[*From the Memoirs of the Bastile, by* F. Gibson, *Esq. F. A. S.*]

THIS man, being of an ardent spirit and an enterprising soul, by the eccentricity of his character divided the opinion of the world. By some he was supposed equal to the highest enterprises; while others regarded him as a desperate adventurer: but by his wit and the lively display of his talents, he had gained the confidence of M. de Sartine and the Count de Maurepas, who afterwards employed him in the most dangerous attempts.

Towards the close of the year 1774, Paradès completed his tour through Switzerland and the Lower Valais, where making himself agreeable to several persons of science and distinction, he was employed as an engineer; in which capacity he formed the superb project of opening, by means of a canal from the Rhone, a communication between Geneva and the Vicentin, the object of which was to render France mistress of an immense commerce. This plan was laid before the Marquis de Vergennes, then Ambassador to the Swiss Cantons, who judging it of the highest importance, sent the projector, with letters of recommendation, to the Comte de Vergennes at Paris where he arrived early in the year 1778, and took the title of the Comte de Paradès, for the first time.

Unfortunately for the kingdom of France, and the honour and advantage of the engineer, this scheme was laid aside: but France then being in a state of fermentation, in expectancy of a war with England, Paradès entertained hopes of being once more actively employed. Having well weighed the probabilities of his future fortune, he resolved to pass over into England, to acquire an accurate knowledge of the strength of Great Britain; of her forces by sea and land; of her maritime fortifications; with such other information as might form the basis of his future exaltation.

He put his design into execution, and early in February arrived in England, where he visited all the principal towns; examining every thing worthy notice, and digesting his remarks into a memorial, with which he arrived at Paris in March. This memorial was presented to M. de Sartine, who praising his zeal, expressed his satisfaction, and recommended another journey into England, entirely for the purpose of procuring correct plans of every sea-port; to learn the separate stations of the British Navy; the number of ships of war ready for sea, with those refitting and building; the condition of the magazines

and dock yards; and, in short, of every thing connected with the English maritime resources.

Paradès accordingly quitted Versailles a second time, and soon after arrived in England, where he most strictly fulfilled his commission; he then returned to Paris, and was still more warmly received by the Ministers of France.

M. de Sartine wishing to establish faithful agents (or rather spies), at every port of consequence, sent Paradès a third time to England with 25,000 livres, to be properly disposed of. This indefatigable partizan, after several disappointments, at length discovered a person who exactly suited his purpose; and this person agreed to procure him all the information he required, on condition of receiving a stated sum as a deposit, and 100l. sterling per month. All being agreed on, this traitor to his country introduced him to two Jews, in whom (he said) Paradès might confide, and with whom he set off for London: a journey more interesting, but infinitely more dangerous, than the two he had undertaken before.

By means of these conductors, and the letters of recommendation he was furnished with (added to a complete knowledge of the English language), Paradès got admittance into every place he wished to visit. He received invitations to dine from persons entrusted with the dock-yards, and other places of importance; where every movement was closely observed by him, and privately noted down.

An adventure he met with in his third tour to Plymouth is so extraordinary, that it deserves recording, and shall be given in his own words.

"We entered Plymouth at midnight, and though I had taken no rest during several days, yet I declined going to bed. My design was to reconnoitre, by break of day, the citadel, which I had only imperfectly viewed in my two last voyages.

"I took as my conductor, a labourer whom I met in the street, and arrived at the glacis a little after the opening of the gates. The two first centinels suffered us to pass freely, and when we had entered the place, I turned to the left up the slope that leads to the ramparts: having quickly traversed those parts of the fortification that overlook the country, I repaired to the saliant angle of the bastion on the right of the road, where I took such sketches as were necessary. In about an hour, I wished to change my situation to the left bastion; but in passing along the curtain (for it is necessary to observe that no centinel is placed on the rampart in the whole circuit of the place), I was observed by a soldier mounting guard at a short distance; this centinel, astonished to see two strangers on the ramparts at so early

an hour, and whom he had not observed to pass, alarmed those at the guard-house: a serjeant and two fusileers approaching directly towards me, nothing remained but to set a good face on the matter. I therefore leisurely descended the slope from the ramparts, as though my walk had been finished, and met them on the plain; the serjeant demanded my business in that place, where I ought to know that entrance is forbidden. I replied, that being a stranger, I was ignorant of the prohibition; and that the man who was my conductor ought to have informed me of it, as he belonged to the town and might be expected to know how far it was proper to go. "Seize the rascal," cries the serjeant, "and convey him to the guard-house." The soldiers seized my conductor by the collar, and were dragging him along, when I immediately pulled out six guineas, and presented them to the serjeant, saying, in a low voice, "Let this poor devil go; he has done wrong to be sure, but it is through ignorance." He pocketed my money, and turning to the soldiers, called aloud, "Drive that rascal out, and take care he comes here no more." Afterwards, addressing himself to me in a softened tone, he said, "Perhaps your honour would wish to see the fortress; if so, I will conduct you over it; I will only leave my fusil at the guard-house, and be with you in a moment." Placing no great confidence in his word, I got rid of my papers by thrusting them into the mouth of a cannon I seemingly examined; but I had no cause for distrust; my friend, the serjeant, after escorting me twice round the ramparts, descended with me into the batteries that command the Sound, and the entrances of Catwater and Hamoaze; the most complete works of their kind I ever beheld.

"After remaining nine hours in the citadel, where I took notes of all I saw, I thought it time to retire; the serjeant accompanying me to my inn, I there gratified him with a present of two guineas more for his trouble. He then took leave, after assuring me, that he should be devoted to me as long as he lived. Previously to this I had withdrawn my papers from the cannon, finding that the danger was over. It will be seen in the sequence of what further utility this man was of to me, and with what fidelity he served me.

"I found my two Jews at the inn, greatly alarmed at my long absence; and as the object of our journey was completely accomplished, we immediately set out for London."

So far M. Paradès; whose agent, not less active than himself, had made an agreement with a person disaffected to Government and overwhelmed with debts, for the use of his vessel, which was to be under the direction and at the disposal of the French Ministry, on

the conditions of the owner's receiving 800l. sterling per month, and the produce of all captures from the French and Americans.

This vessel was occasionally employed by Paradès as a contrabandier or smuggler, under which description he got acquainted with the Officers of Hurst castle, and landed two cargoes of spirits at the garrison; by which means he made himself fully acquainted with the strength of that key to the Needles, and conceived the project of destroying the British fleet at Spithead, by sending fireships through this passage, and also others from the eastward from St. Helens, so as to attack the fleet at each extremity: this plan was frustrated by the envy of his rivals, who, jealous of his credit with the Minister of Marine, pretended to demonstrate the impracticability of this scheme, which was in consequence laid aside.

Paradès having received advice from his trusty agent, that orders were issued for the equipment of twelve sail of the line at Plymouth, under the command of Admiral Byron, whose destination was America, dispatched a courier to inform M. de Sartine: though the destination of this armament was kept secret, Paradès found means to inform the French Minister of the progress made in its fitting out, and the day that was fixed for its departure.

The English Minister having received advice of the sailing of twenty-five ships of war from Brest, was afraid they had quitted that port with an intention of attacking Byron's squadron; in consequence of which orders were dispatched to Admiral Keppel to sail immediately, with such ships as were then ready, to reconnoitre the French fleet, but not to engage without urgent necessity; to favour, by his manœuvres, the progress of Byron, and not to lose sight of the enemy till he was sure Byron had gained a secure distance in the Atlantic; after which he was to return to Portsmouth, where all the ships at that port were preparing for sea with the utmost dispatch.

Paradès had judged of the destination of these two British armaments, though it was kept secret in England, by Byron's squadron being quite complete and victualled for seven months; whereas Keppel's had provisions for only twenty days, and was greatly deficient in its complement of men; and time evinced that he judged right.

His advices and conduct were so satisfactory to M. de Sartine, that he promised him a pension of 6000 livres from the King, to prompt him to further exertion.

Admiral Keppel having sailed from Portsmouth pursuant to his orders, in quest of the French fleet, fell in with it in the Channel; but as his orders were not to engage, he kept at a certain distance,

The two fleets remained several days in sight of each other. The Count d'Orvilliers made no preparations for attack, fearing to engage thirty-two sail of the line, insead of twenty, as he had expected; and because he wanted confidence in the accounts with which Paradès supplied him; so while those two fleets were watching each other's motions, Byron's squadron escaped into the Western Ocean. Keppel having fully executed his orders, returned to Portsmouth, carrying with him the two French frigates Pallas and Licorne, which were taken by advancing too near to reconnoitre.

From this distrust of Paradès, the time for attacking either of these squadrons singly, and preventing Admiral Byron fulfilling his mission, was irretrievably lost, and its consequences felt during the whole course of the war.

Paradès remained only two days at Versailles, then returned to London, where finding his vessel completely equipped, he took the command of her, sailed from the Thames to Spithead, where he anchored near the English fleet.

The East India Company having received advice, by a swift sailing cutter dispatched from a large and rich fleet belonging to them, that they might then be in soundings, an express was forwarded to Admiral Keppel, with orders to put to sea with the ships under his command without delay, for the safeguard of this valuable fleet, and to secure its entrance into the English ports by every means in his power, but to avoid engaging the enemy, except defensively.

In the mean time cutters were dispatched to this fleet, with orders to its Commanders to keep at a distance from the coast till joined by Admiral Keppel, or assured from him that the passage was clear.

Advice of this was immediately sent by Paradès to M. de Sartine, and the French fleet under d'Orvilliers, put instantly to sea.

Keppel sailed from Portsmouth on the 10th of July 1778, with twenty-five sail of the line, and being joined by three more off Plymouth his fleet consisted of twenty-eight ships of the line of battle.

This fleet was attended and closely watched by Paradès in his vessel of fourteen guns, under English colours, furnished with suitable signals to apprize d'Orvilliers of every movement of consequence.

The English and French fleets discovered each other in the entrance of the Channel, but the N. E. winds drove them considerably to the westward; the British Admiral used every practicable manœuvre to favour the passage of the India ships. On the 27th of July, the two fleets approaching each other, an indecisive engagement ensued; the Count d'Orvilliers then threw out the signal for action, which brought on a general engagement, that continued the greatest part

of the day; after which both fleets separated, without much damage on either side. On the morning of the 28th, the East India fleet passed over the scene of action, and entered the Channel in sight of several French vessels, which had been disabled in the combat. This fleet would inevitably have been taken, had the French squadron, or even a division of it, continued on the station twenty four hours longer.

The campaign being now nearly finished, the Comte Paradès, unwilling to remain idle, turned his thoughts towards Plymouth; he accordingly set sail for that place and anchored in the Sound, under pretence of wanting provisions; he went on shore professedly to procure necessaries, and immediately repairing to the citadel, soon recognized his old friend the serjeant, whom he invited on board his ship, which invitation was next day eagerly accepted. Paradès gave the serjeant ten guineas and half a dozen bottles of brandy; and after some artful circumlocution made him a direct offer of fifty guineas, if he would assist in *transferring* the citadel of Plymouth into the power of the French King; and if that could be effected by his means, the Comte would insure to him the payment of 10,000l. sterling.

The serjeant, whose feelings had been artfully wrought upon, by a comparison between the penury and subordination of his present life, and the independent opulence that awaited him (in addition to the splendid presents he had received), was prepared for some such like offer, but trembled at the greatness of the danger he had to encounter. Paradès did not give him time to reflect; but putting into his hands a solemn promise in writing, in the name of the French King, for the 10,000l. made him completely his own.

The *honest* serjeant then received his instructions; which were, to form a close intimacy with the keeper of the colours, and by acting with caution, to gain him if possible; next, the porter of the gate, which might be easily accomplished, he being a particular intimate of the serjeant; but above all, the keeper of the signals, on whom no expense was to be spared; Paradès, strongly enjoining prudence and secrecy, saw his friend safely on shore, and two days after quitting Plymouth, arrived in a short time at Brest.

After delivering to the Marine Minister details of his proceedings, M. Paradès was gratified with a brevet, dated the 31st of August 1779, appointing him a Captain of Cavalry, with a pension of 10,000 livres.

The Comte then returned to London, where he arrived on the 18th of September; from thence he went in a post-chaise to Plymouth, and found the flag-keeper and porter entirely gained over to his interest; for by means of a lodger and a friend of the keeper, a

copy of all the friendly signals was procured; to each of those persons was assigned a pension of 25l. per month.

The serjeant then undertook, should the enterprise be attempted, that the great gate should be shut, but not locked; the same was to be done at the postern in the angle of the bastion, through which the troops might defile: he likewise engaged to spike the cannon. After which Paradès, with a handsome remuneration, once more took leave of his friends.

After making a tour to Bristol and the western sea-ports, where he exercised his usual adroitness in gaining useful information, Paradès again presented his memorials to M. de Sartine, who called a Council of the Ministry to take into consideration the probable advantages that might result from putting his plans into execution; and whether it would not be for the interest of the State, to take immediate advantage of the negligence of the enemy.

Though the Comte's plans were approved of by a part, others thought some of his narrations almost incredible, and his propositions of too romantic a cast. After much debate it was at length resolved, that a person who possessed the confidence of the Ministry, should be sent to England, for the purpose of examining into the truth of Paradès reports; M. de Berthois, an Officer of genius, was instantly sent for from Calais, where he was then employed. On his arrival at Paris, and being made acquainted with his intended business, he requested twenty-four hours to consider of it; but the Prince of Montbarrey informing him that the cross of St. Louis, a brevet of Lieutenant-Colonel, and a pension of 4000 livres awaited his acceptance, he immediately complied; and Paradès was also promised, if he brought back M. Berthois in safety from his mission, the cross of St. Louis, together with a pension.

At the appointed time, they embarked in the vessel belonging to Paradès, and set sail for England. M. Berthois wishing to begin his observations with Plymouth, they directed their course to that port, where they arrived on the second day after their leaving Brest. As ill fortune would have it, the crew were drunk at the time of their coming to an anchor, and being hailed from a frigate riding in the Sound, demanding the vessel's name and her destination, the Master gave an insolent answer. The Captain of this frigate slept at Dock, and the commanding Lieutenant being offended at the reply, immediately ordered the barge to be manned, and boarded Paradès's vessel with twenty-five marines under arms, demanding to know to whom the vessel belonged, and the name of the fellow who had returned such an insolent answer. The terrified M. de Berthois hid himself among the crowd of sailors on the deck; the Master, confounded at

the appearance of the marines, imprudently answered, "The vessel belongs to those gentlemen," pointing to Paradès and Berthois, who were both dressed as sailors. The Lieutenant, astonished, addressing himself to Berthois, asked him if he was the owner? He understanding English very imperfectly, answered *Oui* (yes, in French). The Master was so embarrassed, as to be incapable of replying to the Lieutenant, who said it was his duty to secure them, and they were immediately taken on shore, under a guard, to Dock.

By singular good fortune, the officer whose duty it was to examine them, was a correspondent of Paradès, and likewise on terms of intimacy with the Captain of the frigate; the consequence was, that by means of a draft of 1500l on Paradès's banker in London, he obtained the release of his people and the discharge of his vessel.

The two adventurers now thinking themselves perfectly secure, took a lodging and changed their dresses. Returning from one of their evening walks, they were surprised to see a soldier mounting guard at the door where they lodged: though this sight was far from being agreeable, Paradès, with his usual effrontery, entered the house, followed by M. Berthois. Here they found an old acquaintance of the Comte's, who was an Officer of rank quartered at Dock, to whom he had before made himself agreeable; this gentleman reproached Paradès for not having called upon him at his quarters, and requested to see him and his friend at the baaracks; after which he took his leave.

The fertile genius of Paradès immediately saw the use to be made of this; M. Berthois was shown every part of the citadel, and from the commanding eminence on which it is situated, had a favourable opportunity of viewing the different branches of the sea, as Hamoaze, Catwater, and Sutton Pool; all of which he found to correspond exactly with the descriptions given to M. de Sartine.

In the meantime their vessel was riding in the Sound, and the Union, of 90 guns, in her passage thither being becalmed, and obliged to anchor too near the citadel, the Captain sent to press the boats and crews belonging to four vessels then in the Sound, to assist in towing her off, the crew of Paradès's vessel was consequently included, except his secretary, whom they had just time enough to hide in a cask.

Before they quitted Plymouth, Paradès, who had frequently purchased stores at the dock-yard sales, and was well known there in the character of an English merchant, bought nine condemned French vessels for 4600l. and having resold them by his agents, cleared by the speculation 7000l. sterling, or 168,000 livres, *tournois*.

[*To be continued.*

PHILOSOPHICAL PAPERS, AND USEFUL NAVAL PROJECTS.

REMARKS ON THE FORMS AND PROPERTIES OF SHIPS.

[Concluded from Page 42.]

AS there is nothing of more importance to the well-being of a ship than its stability, it will not be improper to mention an opinion which prevails with many Officers, that the stability depends chiefly on the stowage of the hold; and at the same time to show that a very great change in that respect will produce a very trifling difference in the stability, I shall quote a professional author of great merit, M. de Romme, in his book L'Art de la Marine, page 105.

"As to the position of the centre of gravity, no doubt it may vary, but the limits to which it is confined are very strait, especially in ships of war. A recent example in the Scipio, of 74 guns, armed for the first time in 1779, was hardly in the road before she was suspected of instability. It was important in time of war to clear up those doubts, and to make the necessary experiments to prove this dangerous defect, if it existed. First, the lower-deck guns were run out on one side, while housed at the other, which heeled the ship thirteen inches; the ship's company were then ordered to their quarters at the side the guns were out, which increased the inclination to twenty four inches. After these essays the sails were set, and in fine weather the ship was found so crank, as to render the use of the lower-deck guns difficult and dangerous; thus her instability being proved, she was ordered to port to be remedied.

"Opinions were divided as to the cause of the defect; some imagining it to proceed from the form of the hull, others from the ill arrangement of the charge. The first Engineer was ordered to attend at Rochfort, and direct the choice of measures to give the Scipio, as well as two other ships, the Pluto and Hercules, built from the same plan, the stability they wanted. He judged that new stowage would remedy the defect, and his opinion was adopted by the Marine Council. The Scipio was unloaded, and charged anew, under the direction of the Chief Engineer. In the first charge she had eighty-four iron, and 100 tons stone ballast, and was re-loaded with 198 tons iron, and 122 tons stone ballast; and as her draft of water, or deplacement, could not be altered, it was necessary to diminish 130 tons of water to preserve the same line of flotation: by this means 136 tons were placed, in the second loading, eight feet lower than in the first; yet when the ship was completed with the new distribution of her charge, she was found precisely as deficient as before, inclining

twenty-four inches with the men at quarters and guns out.—She was afterwards doubled with light wood a foot thick at the extreme breadth, and ten feet under water, decreasing to four inches length and depthways."

M. de Romme observes very judiciously, that the defect of instability was not so much owing to a want of extreme breadth, as several other seventy-four gun ships had had the same, or even less, but in diminishing the width at the plane of flotation too quickly fore and aft, which at once hurt the capacity and position of the line of support *.

It is certain this change of place in the centre of gravity, which lowered it nearly five inches, must have contributed to increase the stability, and have occasioned nearly a difference of three inches in the greatest inclination; but as the experiment where the men are stationed at quarters is liable to such irregularity, an error of this magnitude is to be accounted for from the men running to the side, to mark more strongly the defect of a bad ship.

During the last armament I applied to the late Admiral Leveson Gower (whose zeal for whatever contributed to the advancement of his profession is so generally known and respected by the Navy), to direct experiments on the relative stability of several ships, by heeling them with their lower-deck guns out on one side and housed on the other; and afterwards with their men at quarters, the guns remaining as above.

	98. Formidable.	98. Barfleur.	74. Brunswick.	74. Bedford.	74. Bombay Castle.
Draft of water, forw.	22 0	23 10	20 7	21 3	21 0 1-half
Draft of water, abaft,	23 3	23 11	21 4	22 4	22 9
Height of middle port,	5 6	4 6	5 4	5 2 1-half	5 1 1-half
Heeled by guns only,	0 3 1-half	0 3	Not men	tioned.	0 3
Do. with men at quarters,	1 2	1 0	0 11	0 11 1-half	0 8

As the inclinations of the Brunswick and Bedford are omitted in the first experiment, I shall only compare the relative stability of the other three ships, which are quite sufficient to explain every thing necessary to be remarked on the subject.

* A French thirty-six pounder weighs, with carriage, &c. four and a half French tons, and their increased length causes their centres of gravity, when run out, to be removed four feet and a half; so that the moment produced by running out the lower-deck guns of a French seventy-four, the opposite side housed, is more than double the moment for an English seventy-four in the same circumstance.

I estimate the weight or deplacement of the

Formidable,	- -	3150 tons.
Barfleur *,	- -	3360
Bombay Castle,	- -	2700

The three ships have the same number and weight of guns on the lower gun deck: therefore, the moment of the guns, whether quite exact or not, does not signify, as any error will not have partial influence. I suppose each gun and carriage together to weigh three tons, and allow three feet removal when the gun is run out; and as there are fourteen guns run out in each ship, the equal moments for them is 3×3×14, or 126 ton, feet, the weight on one side, the balance is forty-two tons at three feet distance from the support; and at the other, in the Formidable, 3150 tons, at 4 8-10ths of an inch (less than half an inch), which will be found to balance forty-two tons at three feet. For the Barfleur 3360 tons, at 4 5-10ths of an inch, which will balance forty two tons at three feet. For the Bombay Castle, 2700 tons at five 6-10ths of an inch, which will balance forty-two tons at three feet.

Having found the distance each centre of gravity is separated from the line of support, which is in these small inclinations the same as the sine of the angle, the cosine, or distance of the centre of gravity from the metacentre is easily known, and will be found to be,

For the Formidable centre of gravity		3 F.	5 1-10th I.	below metac.
Barfleur,	ditto,	3	9 2-10ths	ditto.
Bombay Castle,	ditto,	4	5 7-10ths	ditto.

When the Formidable and Barfleur were farther inclined by the men at quarters, the Barfleur continued to have 1-7th more stability than the Formidable; which proves that the Formidable's centre of gravity was above the line of flotation; for otherwise, as her immersed body was better calculated to separate the line of support from the centre of gravity than the Barfleur's, she would have inclined less proportionably, if the centre of gravity had not acted against her stability:—100 tons iron ballast at the keelstone would have only increased her draft of water six inches, and have given her more stability than the Barfleur, leaving her the advantage of six inches more height for her ports, and nearly thirty-four feet square less resistance at her midship bend. Thus it is demonstrable that those ships should have no more stone ballast than is necessary for the ground tier, and should have above 200 tons of iron; nor would there be any danger of th.ir

* The difference of draft of water of the Formidable and Barfleur, fourteen inches and a half, gives at least 210 tons difference of weight. Both ships have similar dimensions nearly, and are supposed on an even keel.

being laboursome, as their centre of gravity would be but at the line of flotation. The same regulation should prevail with the first-rates.

The Bombay Castle is certainly stiff enough. Captain Duckworth assured me he particularly attended to see every necessary exactitude in the trial.

No doubt her lower-deck might have been placed six inches higher without any detriment whatever to the ship, and her ports would have been a reasonable height from the water.

To conclude then what I would say on the stability of ships, I shall only observe, that to increase the depth, or draft of water, which would lower the centre of gravity, and add to the weight, would at the same time render the immersed body of a figure less proper to separate the line of support from the centre of gravity, so that the effect on one side would be partly destroyed on the other, and by lowering the centre of gravity too much, the ship would labour excessively, and too large a draft of water is dangerous and inexpedient.

To increase the breadth would no doubt insure stability, but the expence of construction would be materially increased, and the sailing of the ship would be injured; she would be rendered leewardly under little sail, which ought particularly to be guarded against in constructing a line of battle ship.

But in adding to the length the capacity is increased, the centre of gravity lowered if necessary, the form rendered at once fitter for separating the line of support from the centre of gravity, and finding less resistance from the fluid, especially by the wind, where it is most important. We are told the ship will be considerably weakened by her increased length, yet the French build their ships usually much longer than ours, without finding them too weak. I am persuaded a long ship is much easier in a sea than a short one, and consequently efficiently stronger.

The French eighty-gun ship La Couronne is two feet longer than the Queen Charlotte, and the Marseillois, a first-rate, sixteen feet longer; nor can the instability of our first and second rates be wondered at, when they are so deficient in capacity. The Bretagne * displaces 4640 English tons (4809 French); and she is the least of the French first-rates; whilst the Royal George, our largest, does not displace above 3900.—I measured her capacity from a small plan, but the error cannot be considerable: I believe the error is rather in her favour.

* Dimensions of the Bretagne in English measurement, length from aft sternmost to fore stem, 196 3 in. 2 ten feet—breadth moulded, 53 4 0 feet—draught of water on even keel, midship port cill. 5 4—above flotation, 26 1 0 feet—given by her constructor, Mr. Grogniard.

The theory of the capacity and stability of ships agrees with experiment, and therefore no excuse is admissible for any deficiency in either of these essential requisites for a ship of war.

But the means to procure swiftness to ships remains a problem to be solved; and so numerous are the causes which accelerate or retard the velocity of ships, that possibly no rules will ever reach or comprehend the variety of cases which deserve consideration in this regard.

As the resistance of the fluid is the ultimate obstacle to the velocity of the floating body, it is plain the object of research is to overcome that resistance with most facility, which can only be accomplished by finding out what form of body, what state of body, and what application of the moving force, will be most effectual to overcome the resistance of the fluid.

I think the state of the body may be said to be in its perfection, when sufficient solidity is given to those parts that receive immediate and violent action from the moving or other force, and the rest of the strength is equally diffused throughout the entire ship, avoiding great weight with little support, which always strains, and renders more irregular the motion of the floating body, and consequently affects its velocity. Nothing can be hoped for in this regard but from the skill of the builder, who can alone determine the parts which receive most strain, and regulate the strength proportionably *. The application of the motive force depends entirely on the skill of the Officer who conducts the ship, and the quantity of force, or size of masts and sails, &c. experience has determined better than any theory: trifling alterations may be admitted, but no rule can be prescribed that deviates much from the sure test of daily practice.

The form of ships, and particularly the position of the midship bend, has long been an undecided question. The received theory of the resistance of fluids had misled many constructors in the forms they gave the immersed body of ships; for considering as mathematically demonstrated, that the proportional resistance of the fluid to oblique impulsion was always as the squares of the sines of the angle of incidence, it is not surprising that their first object was to render the angle of the bow as acute as possible; and as the diminution of the after-body was never considered but as a means to balance the ship, and to let the water collapse and act upon the rudder, the extreme breadth was frequently placed abaft the middle of the ship's length. An author of great eminence, Mr. Bouguer, in his *Trait du Nav r*,

* In constructing frigates and small ships, are not smaller timbers and beams closer together preferable for capacity and velocity to those of larger scantling farther asunder?

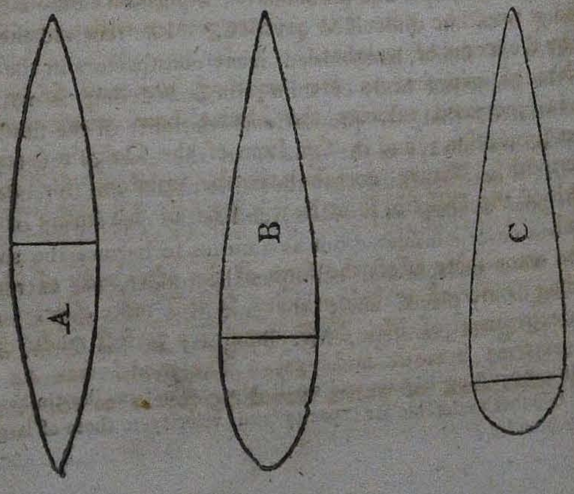
p. 487, says, that for the advantage of steering with facility, the extreme breadth of first and second rate ships of war should be a little advanced towards the bow; but in frigates, where velocity is expected, the extreme breadth may be a twenty-fourth part abaft the middle; and this limitation is only on account of preserving other useful properties—" *à fin de ne pas trop prejudicier à quelques uns des autres proprietes.*" Experience, however, told a very different story from *speculative* theory: ships so constructed were found to sail as ill, as they were deficient in every good quality.

It was remarked, that animals are always found provided with a means proportioned to the ends assigned them, and universally all fishes and birds of prey, that have most swiftness, have their centre of gravity and extreme breadth towards their heads; whereas, if the solid of least resistance, as determined by theory, was the fittest form, it might be presumed their extreme breadth would have been near their tails.

Many individuals have made experiments to decide the case between Nature and the Mathematicians; and in 1775 the French Academy, from a series of experiments, determined the Mathematicians in the wrong, without examining where the extreme breadth should be placed to overcome the resistance in a given velocity, nor what effect the afterbody had from its form to accelerate or retard it.

The experiments of Chapman, a celebrated Swedish constructor, seem sufficient to decide the question; at least they throw considerabl light on it.

Three solid bodies, of equal weight, their length equal, each end of them being a parabolic cone, and only differing in the part where the common base of the cones was placed relative to the length.



Let A, B, C, represent the three bodies; A has its extreme breadth in the middle; B at 2-7ths its length; and C at 1-7th its length.

These bodies are given different velocities, each end foremost, with weights, and every precaution used to render the experiments accurate, and repeated six times without any sensible variation.

With a given weight, A moves 74 feet in 25 1-half seconds of time. B moves the same distance, with the same weight, its obtuse end foremost, in 26 1-4th seconds;—its acute end foremost, in 24 3-4ths seconds. Here it is proper to observe the rate of velocity is near two miles per hour—where the advantage is in favour of the acute end of B. It is proper to observe farther, that the acute end of C, which should be first by the theory, is behind A and B.

The same bodies are now moved with an increased weight.—A completes the same distance of 74 feet in 14 seconds.—

B	Obtuse end foremost	do.	do.	in 14 do.
	Acute end foremost	do.	do.	in 14 1-half do.
C	Obtuse end foremost	do.	do.	in 14 1-half do.
	Acute end foremost	do.	do.	in 16 1-half do.

Here the rate of velocity is nearly 3 1-half miles an hour, where A and the obtuse angle B are equal.

The same bodies are now given a greater velocity:

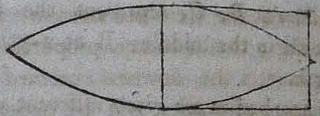
A completes the distance of 74 feet in			11 seconds.
B	Obtuse end foremost	do.	10 1-half seconds.
	Acute end foremost	do.	11 1-half seconds.
C	Obtuse end foremost	do.	10 1-half seconds.
	Acute end foremost	do.	13 1-half seconds.

Here the velocity is nearly at the rate of five miles an hour, where the obtuse angles outstrip the acuter. No greater velocity is spoken of, and it would be difficult to procure greater with an uniform movement by the means of weights.

Although experiments are wanting, we may fairly conclude, that in increased velocity the obtuse bow would prevail in a greater proportion; and in the form of the Dolphin (presumed the swiftest fish), Nature corroborates the opinion, for the extreme breadth of the Dolphin is at least 7-8ths of his entire length from the tail.

The astonishing effect the form of the after-body of Ships has in retarding or increasing their velocity, is still more clearly exemplified in an experiment of Mr. de Romme's; a perfect model of a 74 gun ship (extreme breadth midships). The model was 14 feet long, at 19 inches draft of water, moved 75 feet in 0. 16. 5. seconds.—

Ditto, at 14 inches o. 13. 6. seconds; to the after-body was now affixed a prism, having for base the midship bend, thus:—



It was then moved with the same weight, &c.

At 19 inches draft of water in o. 22. 48. seconds.

At 14 inches draft of water in o. 19 2. seconds.

Here too, it may be remarked, the same result as in the experiments of Chapman, for the velocity of the model is proportionally more retarded by the prismatic termination at its greatest swiftness than at the least *, which serves to prove the greater proportional influence of the after-body in the greater velocities. Here its influence is as 19-2 to 13-6, or nearly one third in the greatest velocity. Farther experiments of De Romme prove the little difference of resistance between water-lines much curved or straight from the midship bend to the stem or stern. The model of a seventy-four suffered equal resistance, either end foremost, and even when the water lines were planned straight from the midship bend to the stern; rendering the figure

still the resistance was equal. Chapman agrees with him, for he found a cone, and parabolic cone of equal height and diameter, joined at their basis, suffered equal resistance drawn by either end. From these experiments it may be reasonably inferred, that ships may be constructed with the water-lines full without impeding their velocity, and yet considerably increase their capacity, which in ships of war will admit a proportional reduction in the lower part of the area of the midship bend, which is the effectual way to decrease the resistance, yet preserve the other requisites of stability and capacity. It is plain from the experiment of De Romme's already quoted, that parallel sides, or a continuance of the extreme breadth aft is against velocity; and it appears that the greater the proportional length of the ship is to her breadth, the midship bend should be proportionally farther forward †, as the angles of the

* It is singular that De Romme objects to all Chapman's experiments, except one which agrees with him, and does not perceive that the same conclusion may be drawn from his own, viz. that in increased velocities the effect of the after-body is proportionably greater.

† I presume, ships of four breadths in length, or nearly so, may have midship bend at three fifths from aft part stern-post forward.

Ditto, with nearly three breadths and a half for length at four-sevenths, &c.

Cutters, &c. having nearly three breadths for length at five ninths, &c. in the forms of the swiftest fishes; the dolphin is nearly eight times longer than

water lines at the stem and stern are necessarily acuter in a long than a short ship; that is to say, proportioned to their breadth, which will farther correct the slowness observed in the evolutions of long ships, as the centre of gravity will be necessarily farther forward, and give more length to the lever, where the force of the rudder is applied. Besides, certainly other advantages attend the forward position of the midship bend; a ship will be easier in a high sea, and in that case necessarily sail faster; will have more capacity, and be less liable to arc, or break; and, what is of very material advantage, will admit the fore-mast to be placed farther aft; for the acuter bow requires the greater quantity of head sail, though less able to support it, that the centre of effort of the sails may meet the resistance of the water on the lee bow, when sailing by the wind.

I shall conclude these remarks by repeating, that violent irregular movements necessarily impede the progressive velocity and tend to destroy the machine; that to avoid rolling as far as relates to construction, great proportionate length, and nearly upright sides, towards the plane of flotation is favourable; and with regard to masts and stowage, lofty masts are preferable *, and removing all the heavier bodies as far as possible from the longitudinal axis. To prevent pitching, hollow water-lines are to be avoided in construction, and contrary to rolling all heavy bodies are to be approached as much as possible to the short axis of the ship; as it is the accelerated movements, forward or aft, occasioned by hollow seas, hollow water-lines, and great weight at the extremities, that are to be dreaded in pitching not like the quick oscillatory movements of rolling.

NAVAL LITERATURE.

An History of Marine Architecture, &c. &c. &c. By JOHN CHARNOCK, *Esq.*

[Continued from Vol. VIII. page 487.]

IN our last volume we brought Mr. Charnock's History of Marine Architecture down to the period of the Spanish Armada, when the naval force of the kingdom amounted to 197 vessels of different descriptions. It is a matter of

broad, and has extreme width near his head. The Albecore and Bonetta are three or four times as long as broad, and have extreme width at about three-fifths or five-ninths from the tail.

* It is the plain old or weak ships should have their yards only reduced and not their masts, and if proper, remove aft their fore-masts and shorten their bowsprit.

curiosity to mention, that the expence to England of opposing and totally ruining that vast armament, on which Spain had bestowed her best exertions, and lavished for many years the accumulated treasures of Peru, amounted in the whole only to 168,326l. 16s. a sum scarcely more than sufficient for the first equipment of two large third-rate ships of war at the present time, nor more than equal to the mere expence of victualling and paying the crews of four such vessels for twelve months.

The ruin of the Spanish Armada, if it freed the nation from immediate alarm, did not prevent that wise Princess, Queen Elizabeth, and her Ministers, from taking every measure to put the marine of the kingdom into a formidable state. A kind of *census* was taken of the merchants' ships throughout the kingdom, from whence it appeared that the shipping of the counties of Norfolk, Suffolk, Essex, Kent, and Sussex only, amounted to 471 vessels, a number greater than half the shipping possessed by the whole kingdom thirteen years before.

It is impossible to follow our author into his details of the Marine Architecture of foreign nations; but we must be content to present our readers with such portions of the work, relative to the growth of the Navy of our own country, as afford the fairest specimens of the ingenious writer's industry and talents, and are likely to be most acceptable to our readers. The following description of a ship built in the reign of James I. may serve to show the progress that was made in Naval Architecture from the time of Henry VII. Speaking of the ships that had been built since the accession of King James, our author says:—

The first of these was the Prince Royal, a ship of twelve, or, as some authors have it, fourteen hundred tons, built in the year 1610. This ship was at that time considered as one of the most wonderful efforts of human genius, and the following account of it, given in Stowe's Annals, notwithstanding it has already been frequently quoted, and transcribed by different authors, will connect that chain of improvements in Marine Architecture, which being progressively

described at the time, or soon after they severally took place, form of themselves no slender history of the subject.

" This year the King builded a most goodly ship for warre, the keel whereof was 114 feet in length, and the cross beam was forty-four feet in length; she will carry sixty-four pieces of ordnance *, and is of the burthen of 1400 tons. This royal ship is double built, and is most sumptuously adorned, within and without, with all manner of curious carving, painting, and rich gilding, being in all respects the greatest and goodliest ship that ever was builded in England; and this glorious ship the King gave to his son Henry, Prince of Wales; and on the 24th of September, the King, the Queen, the Prince of Wales, the Duke of York, and the Lady Elizabeth, with many great lords, went unto Woolwich to see it launched; but because of the narrowness of the dock it could not then be launched, whereupon the Prince came next morning by three o'clock, and then at the launching thereof the Prince named it after his own dignity, and called it the Prince. The great workmaster in building this ship was Master Phinies Pett, gentleman, some time Master of Arts at Emanuel College, Cambridge."

After some account of a plate which is annexed, Mr. Charnock proceeds,

It is evident, that the beak or prow, copied from the galley, which so strongly marked the shipping of the preceding centuries, was in a great measure laid aside, after the accession of James, as useless and inconvenient; and though it appears to have been afterwards adopted in the instance of the Royal Sovereign, launched in 1637, as will be hereafter seen, yet there the occasion being singular, the magnitude and consequence of the ship, which far exceeded in burthen what had ever been before constructed in England, might be supposed to require an adherence to customs which were thought appertaining to magnificence, and might, in a great measure, appear to sanction, or excuse, the wilful introduction of an absurdity.

* But had no more than fifty-five mounted, the vacant ports being supplied in time of action, as is even now customary, from the opposite side. This practice has been introduced for the purpose of taking off a part of that dead weight, which, in some situations, would strain ships so violently, as to render them extremely liable to injury, and perhaps destruction, in a heavy gale of wind. The aftermost guns, in particular, are very apt to bring this inconvenience with them, if the ship has a very clear run abaft; or, to speak in terms more generally intelligible, if that part of her bottom near the stern, is finely tapered down to the keel, as is generally the case in ships of war, it being most indispensably necessary for the purpose of rendering them swift sailers.

The long extension of the quarter gallery, and the angular tower-like projections, with the interspace between them, were the first modifications of those misshapen ornaments with which the quarters of the Great Harry were decorated. Through the whole, the fashion, or if the term be allowed, the costume, of the galley, the original source from whence the idea of those decorations sprang, is strongly visible. The various improvements noted by Sir Walter Raleigh, and that continued experience in maritime affairs, which the English had so peculiarly encouraged for a series of years, at last taught them to wave those prejudices mankind seems universally to have imbibed in favour of their ancestors, and attempt the reduction of that unwieldy fabric which a ship of the first class or rate continued to be, even till after the end of the sixteenth century, into a more convenient, as being a more manageable shape. The Royal Prince * appears to have been the first, if not the most, consequential effort of English ingenuity in this particular. In this bold deviation from the practice of every other country in the world, Britain confessedly led the way, for the Spaniards, and every other naval power, still continued most obstinately to adhere to their ancient principles.

The vessel in question is more worthy of remark, as it may be considered the parent of the identical class of shipping, which, excepting the removal of such defects, or trivial absurdities, as long use and experience has [have] pointed out, continues in practice even to the present moment. Were the absurd profusion of ornament with which the Royal Prince is decorated, removed, its contour, or general appearance, would not so materially differ from the modern vessel of the same size, as to render it an uncommon sight, or a ship in which mariners would hesitate at proceeding to sea in, on account of any glaring defects in its form, that in their opinion might render it unsafe to undertake a common voyage in."

At the accession of James, Mr. Charnock informs us, that the custom prevailed of merchants hiring vessels of foreigners for the purposes of their commerce. How destructive this bad policy must have been to the shipping interest, may be readily imagined; it caused the number of vessels to decline so rapidly, that in the year 1615, there were not more than ten ships belonging to the port of London, which were of more than two hundred tons burthen. The evil was perceived by the Corporation of the Trinity House, who

* Supposed by Mr. Charnock to have been the same with the Prince.—EDIT.

endeavoured to procure an act to prevent the export of British commodities in foreign bottoms; but in this laudable measure they were opposed with too great success, and the scheme was abandoned for a season. A trivial incident, according to Mr. Charnock, at length awakened the merchants to a due sense of their own interest.

Two Dutch ships, of three hundred tons burthen each, arrived in the Thames, laden with coffee and cotton, the property of Hollanders resident here. The circumstance chanced to strike very forcibly the minds of one or two merchants, more observant than their brethren, who communicated to those with whom they were acquainted, their well-founded opinion of the very impolitic conduct then pursued by the whole fraternity. The idea spread like wild-fire: so rapidly did it gain ground and strength, that they immediately drew up a representation to the King and Council, couched, if possible, in stronger terms than that of the Trinity Corporation had been, soliciting an immediate adoption of that very measure, which on the preceding occasion they had with such strenuousness opposed. So instantaneous and extensive was the effect produced by this alteration of opinion, that the whole nation, as if with one accord, sedulously applied itself to the creation of a civil navy. The event most unequivocally proved the wisdom and policy of the measure; for it was no sooner carried into effect, than the merchants of Britain felt themselves emboldened to enter into a variety of lucrative trades, and speculations, which they had never before, even in the time of Elizabeth, ventured to engage in. The Levant and Mediterranean opened a new field for this particular kind of enterprise. Spirit accruing from success, ships were built sufficiently large, and were sent out so well armed, as almost to hold at defiance the Corsairs belonging to the different piratical States of Barbary. To such a height did this sudden change of opinion extend the augmentation of British shipping, that, according to Sir William Monson, though a ship of one hundred tons built in England had, at the commencement of King James the First's reign, and for some time afterwards, been considered as a kind of prodigy; yet, ere the conclusion of it, there had been a very considerable number of merchant vessels, launched in the ports of Great Britain, which were of three, four, and even five hundred tons burthen. As a remarkable instance of the very hasty advances the returning tide of commerce made in Britain, while in the year 1615, there were not ten vessels belonging to the port of London *, as

* Certainly the most consequential in the kingdom.

already stated, that were of two hundred tons burthen; in 1622, though seven years had scarcely elapsed, there were upwards of one hundred sail of ships belonging to Newcastle alone, each of which exceeded the tonnage just mentioned.

The reign of Charles the First was not very favourable to improvements in Marine Architecture, owing to the distressed circumstances of that unhappy and misguided monarch; yet in the early part of his reign the Royal Sovereign was built, which for more than half a century was the glory of the British Navy. After an account of her by Heywood, whose character as a writer, as it is drawn by Dryden, we have sometimes been tempted to apply to our author, he gives the following curious particulars:—

The manner, says he, in which the materials were collected for the construction of this ship, which far surpassed any other built in Great Britain previous to that time, are the more curious, because they appear in exact conformity to those principles which were recommended in the report made in the eighteenth year of the preceding reign, and which have been already inserted. Frequently has a renewal of the same system been proposed and urged with considerable strength by persons who probably were uninformed that it had ever before been practised, but the existence and antiquity of the custom is proved, beyond controversy, by the following extract from the journal of Mr. Pett, the builder:—

"I (observes Phineas Pett, in his Journal), May 14, 1635, took leave of his Majesty at Greenwich, with his command to hasten into the north to provide and prepare the frame, timbers, planks, and treenels, for the new ship to be built at Woolwich. I left my sons to see the moulds, and other necessaries, shipped in a Newcastle ship, hired on purpose to transport our provisions and workmen to Newcastle. Attending the Bishop of Durham with my commission and instructions, whom I found wonderfully ready to assist us, with other knights, gentlemen, and justices of the county, who took care to order present carriage, so that in a short time, there was enough of the frame ready to lade a large collier, which was landed at Woolwich, and as fast as provisions could be got ready, they were shipped off from Chapley Wood, at Newcastle, and at Banspeth Park from Sutherland. The 21st of December we laid the ship's keel in the dock, most part of her frame coming safe, was landed at Woolwich. The 16th of January 1636, his Majesty, with divers lords, came to Woolwich to see part of

the frame and floor laid, and that time he gave orders to myself and my son to build two small pinnaces out of the great ship's waste. The 28th, his Majesty came again to Woolwich with the Palsgrave, his brother, Duke Robert, and divers other lords, to see the pinnaces launched, which were named the Greyhound and Roebuck."

Though it may be deemed somewhat bordering on an anachronism, yet the insertion of the following account concerning the unhappy fate of this noble ship becomes a necessary act of justice to the abilities and memory of this ingenious person, more particularly as many curious observations are interwoven with it, so highly honourable to his professional character.

"January 29, 1696. The Royal Sovereign was the first great ship that was ever built in England; she was then designed only for splendour and magnificence, and was in some measure the occasion of those loud complaints against ship-money in the reign of King Charles I. but being taken down a deck lower, she became one of the best men of war in the world, and so formidable to her enemies, that none of the most daring among them would willingly lie by her side. She had been in almost all the great engagements that had been fought between France and Holland; and in the last fight between the English and French, encountering the Wonder of the World, she so warmly plied the French Admiral, that she forced him out of his three-decked wooden castle, and, chasing the Royal Sun before her, forced her to fly for shelter among the rocks, where she became a prey to lesser vessels, that reduced her to ashes. At length, leaky and defective herself with age, she was laid up at Chatham, in order to be rebuilt, but being set on fire by negligence, she was, upon the 27th of this month, devoured by that element which so long, and so often before, she had imperiously made use of as the instrument of destruction to others."

Mr. Charnock speaks favourably of the attention of Charles to the Navy, and adduces an instance, in point, of the readiness with which he was enabled to equip a powerful armament; however, the occasion was one of the most inauspicious in which a British Monarch could employ his ships, being to assist a French King to enslave his Protestant subjects, in the expedition against Rochelle. Our author tells us an anecdote on the occasion, which we should be sorry to omit, though we cannot vouch for its authenticity, and he has quoted no authorities to support it. The British

Admiral, Pennington, when he became acquainted with the dishonourable service on which he was to be employed, with a true English spirit refused it, upon which the King sent him orders, under his sign manual, to deliver the ships under his command into the hands of a French Officer at Dieppe. These commands were obeyed by the Admiral; immediately after he struck his flag, quitted his ships, and with every Officer as well as seamen belonging to them (except one), are said to have returned home.

Considerable improvement (says our author) appears to have been made at this time, since the early part of the preceding reign, in the method of constructing or putting vessels together, as well as in the selection of the materials used for that purpose ; for though the Royal Prince, launched in the year 1610, was considered as the Nonpareil of the time, and never appears to have been employed on any occasion that could materially injure or shake it, it was, nevertheless, judged incapable of farther service very soon after the accession of King Charles, a period scarcely exceeding fifteen years ; while on the other hand, the Sovereign of the Seas [the Royal Sovereign], though frequently engaged in the most injurious occupations, continued till long after the Revolution (no less a period than nearly sixty years), to be considered as fit for any services the exigencies of the State might require.

The improvements so rapidly introduced into the marine of Britain, during the two preceding reigns, appeared, as it were, to forebode that subsequent degree of perfection in the art of ship building, which a longer attention to the science, and the more enlarged study of it, have enabled her artists to acquire. Perhaps no period of equal duration was ever productive of so great and so advantageous a change. The rude mishapen floating fabrics, which at the conclusion of the preceding century, had caused the mighty power of Spain to tremble, and might consequently be said, without arrogance, to have been the arbiters of all coeval maritime disputes, became almost instantaneously exchanged for the intermediate and more graceful fashion of construction adopted in the Royal Prince. This ship also in her turn sinks in estimation before the still higher degree of improvement to which the system of Naval Architecture was brought when the Sovereign of the Seas was built. The high, the enormously towering poop, and no less extravagantly formed forecastle, which only forty years earlier had served but little other purpose than to augment the dan-

gers naturally attendant on the sea service, gradually gave way to that more reasonable form and fashion, which Phineas Pett, who was at that time the chief marine architect in the kingdom, very wisely introduced.

Could the shades of Howard, of Drake, and of Frobisher, have risen from their tombs, and beheld the sudden conversion, though they might have readily confessed the wisdom and propriety of the alteration, they would have been little inclined to believe, that the new object presented to their eyes, was a structure applicable to the same purposes with those on board which they had themselves been accustomed to assert the honour, and vindicate the cause of their injured country. Nor, as may readily be augured, did improvement rest on the reformation just pointed out. The increase of dimensions and burthen naturally produced an increase of force, in respect to cannon, an accommodation for a more numerous crew, and a prevention, or at least an ease, of many of those inconveniencies and dangers which vessels of a more ancient construction had very frequently experienced. In point of force, ships of the first-rate had advanced from fifty guns to sixty, and afterwards to one hundred ; the tiers of cannon were augmented from two to three ; and the tonnage of the first class of ships became augmented from a 1000, or at most 1100 tons, to nearly 1800.

The tide of improvement appeared to keep a perfect level throughout the whole of its course. The ship intended to perform distant voyages, and that which was destined for the humbler occupation of domestic commerce, all became augmented in proportion to the ranks they respectively held in the maritime world, and the very boats, or skiffs, participated in the general prevailing principle. In short, Britain, which had long aspired to the dominion of the seas, now appeared in earnest, as to the establishment of her claim, beyond the power of competition, or rivalship ; and had not those tristful, those destructive events intervened, which are too well known, or have been already noticed, there appears little doubt, but that the pursuit in question, which there is very sufficient internal evidence to prove had long been the bent of her natural genius and inclination, would, long ere it actually did effect that purpose, have raised her into the first rank and power.

[*To be continued.*

ANNUAL REPORT OF THE ROYAL HUMANE SOCIETY,

Established in 1774, for the Restoration of Human Life. By W. HAWES, *M. D.*

THE nature of this excellent Institution is so well known to the public, that any account of it would be superfluous. Upwards of *three thousand lives* have been preserved by its means! After this simple statement, the most laboured penegyric would be futile. The Society has from time to time proposed premiums for the best essays and models, on subjects regarding the preservation of seamen from the various dangers to which they are liable. The questions at present recommended to the consideration of the ingenious are,

1. What are the best means of preventing shipwrecks?
2. What will be the most probable means of keeping vessels afloat, if they spring a leak, or are otherwise in extreme danger?
3. The most certain method of conveying assistance from shore to vessels in distress within a certain distance of land, and when boats dare not venture out to their aid?

The premiums proposed by the Society for the best essays on these subjects are,

For *the First, in point of merit,* an Honorary Gold Medal.
The Second, Honorary Silver Medal.
The Third, Ten Guineas.
The Fourth, Five Guineas.
The Fifth, Three Guineas.

The models, drawings, and essays, to be transmitted to Dr. Hawes, with some device on the outside, and within, the author's name. The determination of their merits will be vested in an appointed Committee, and the prizes adjudged in the month of March 1803.

The following interesting letters respecting the humane and noble conduct of two Naval Officers, will show with

what satisfaction the Society rewards those who are instrumental in preserving the lives of their fellow creatures.

Captain BULLER *to Sir* EDWARD PELLEW, *Bart.*

SIR, *His Majesty's ship Achille, off Rochfort, Sept.* 15, 1801.

THE conduct of two gentlemen of this ship has been so very meritorious, and I consider myself under such infinite obligations to them for their exertions, that I conceive I should be very reprehensible was I not to state the circumstances to you for your approbation, and to beg you will have the goodness to forward it to the Board of Humane Society for their commendation, with any remarks you may think proper to honour it with.

Three days ago a man fell overboard, who could not swim; Lieutenant Stewart, then at dinner, hearing the confusion such accidents occasion on deck, run to the wardroom window, and, seeing the perilous situation the man was in (absolutely in the act of sinking), jumped overboard, with his boots and clothes on, brought the man up from under the water, and had the happiness to see that his exertions were the providential means of restoring life to a very valuable man.

The night before last a young gentleman fell overboard, at eight o'clock, it being very dark, and tremendous sea—the ship going near four knots. Nothing, it seemed, was to intimidate this valuable Officer, Lieutenant Stewart, from endeavouring to render service to any person in so distressing a situation; he jumped overboard, attended by Mr. Fitzgerald, the Purser, and, after swimming about in different directions for twenty minutes, they had the good fortune to recover an only and valuable youth, who was several feet under water. Lieutenant Stewart swims very indifferently; and I hope the time Mr. Fitzgerald was in the water may not do him material injury, as his health has been for some time past in a very precarious state.

From the darkness of the night, and the ship going so fast through the water, obliges me to think it one of the boldest undertakings I have ever witnessed; and I trust it will be considered by you highly commendable, and worthy of being made known by you to the Lords Commissioners of the Admiralty, and the Royal Humane Society.

E. BULLER,

Captain of the Achille.

Captain BULLER *to the* TREASURER.

SIR, *East Looe, Dec.* 2, 1801.

YOUR letter informs me, that the Honourable Board have conferred medallions on Lieutenant Stewart, and Mr. Fitzgerald, of his

Majesty's ship Achille. It will afford me great pleasure in presenting them with so high a mark of your approbation. I beg you will have the goodness to send them to Charles Fowler, Esq. Surrey-street, with the Annual Report, &c. you did me the honour to request my acceptance of.

E. BULLER.

INSCRIPTION ON THE MEDALLIONS.

Exergue—*Nunquam desperandum est de Vita.*
Reverse, round the circle—*Hoc pretium civibus servatis tulit.*
Within the wreath—*Duci Fitzgerald, ob vitam ex fluctibus ereptam.*

Mr. STEWART *and Mr.* FITZGERALD, *to* W. H.

SIR, *Achilles, Spithead, Jan.* 27, 1802.

ON Captain Buller's resuming the command of the Achilles, we had very great pleasure in being presented with your Honorary Medallions. It will be our pride ever to preserve so honourable and permanent a testimony from so universally-admired a Society; whose laudable motives have not failed to meet the admiration of every individual interested in the cause of Life and Humanity. Permit us, Sir, to express how much we are gratified by the very handsome manner you have been pleased to communicate to us the resolutions of the Court of Directors.

JOHN STEWART.
T. FITZGERALD.

Poetry.

AN EVENING AT SEA.

MORE pleasing far than all the glare of day,
The evening mild invites the Muse's lay.
Our gallant ship with every turgid sail,
Glides smoothly on before the pressing gale;
Whilst the full moon, sole regent of the night,
Pours o'er the sea a flood of silver light.
No noise is heard, except the pleasing sound
Of waves, that roll, and swell, and break around;
Responsive ever to the watchman's song,
Who treads the deck, and thrills his ditties long,
With voice melodious, and with heart so true
To *lovely Nancy*, or to *black-ey'd Sue*,

Far on a distant shore with curious eye,
Our anxious friends consult th' uncertain sky;
Longing they look, and with impatience burn,
To see in safety our tall bark return.
On that blest period we with no less joy,
Our eager hopes, our constant thoughts employ;
Hail happy day! when with sincere delight,
Our hands shall join and social hearts unite.

SEA FIGHT WITH THE TURKS.

(FROM BEAUMONT AND FLETCHER.)

MY business hither is to renew my love
With a young noble spirit, call'd Valerio;
Our first acquaintance was at sea, in fight
Against a Turkish man of war, a stout one,
Where lion-like I saw him show his valour,
And as he had been made of complete virtue,
Spirit, and fire, no dregs of dull earth in him.
The vessel dancing under him for joy,
And the rough whistling winds becalm'd to view him,
I saw the child of Honour, for he was young,
Deal such an alms among the spiteful pagans,
(His tow'ring sword flew like an eager falcon!)
And round about his reach invade the Turks;
He had intrench'd himself in their dead quarries.
The silver crescents on the tops they carried,
Shrunk in their heads to see his rage so bloody,
And from his fury suffer'd sad eclipses.
The game of death was never play'd more nobly;
The meagre thief grew wanton in his mischiefs,
And his shrunk hollow eye smil'd on his ruins!
But what can last long? Strength and spirits wasted,
And fresh supplies flew on this gentleman,
Breathless and weary with oppression,
And almost kill'd with killing. 'Twas my chance,
In a tall ship I had to view the fight;
I set in to him, entertain'd the Turk,
And for an hour gave him so hot a breakfast,
He clapt all linen up he had to save him,
And, like a lover's thought, he fled our fury,
There first I saw the man I lov'd, Valerio,
There was acquainted, there my soul grew to him,
And his to me.

A TEMPEST AT SEA.

(*From the* ANNUAL REPORT *of the* ROYAL HUMANE SOCIETY.)

THEN comes the father of the Tempest forth,
Wrapt in black gloom.———
Lash'd into foam, the fierce conflicting brine
Seems o'er a thousand raging waves to burn;
Mean time, the mountain billows to the clouds
In direful tumult swell'd—surge after surge,
Burst into chaos, with tremendous roar!
* * * * * *
They boil and wheel, and foam and thunder thro',
And anchor'd navies from their station drive.

When furious tempests raise the dashing wave,
All ye who harbour safely on the land,
Remember those who now the tempest brave,
And lend! O lend! the friendly helping hand.

VERSES

WRITTEN NEAR THE CONCLUSION OF A TEDIOUS VOYAGE.

HAIL to the near approach at last,
Of that long-look'd for day;
When hope enjoy'd and dangers past,
Shall former cares repay.

The happy hour is now at hand
When we shall wish no more:
But with exulting pleasure stand
Firm on our native shore.

Let Ocean roll his angry wave,
Let wintry blasts arise,
Their fury we no more will brave,
Or trust uncertain skies.

But in secure and calm delight,
Our peaceful hours employ;
And crown revolving day and night
With every social joy.

THE SEAMAN,

IMITATED FROM CHAUCER.

THEN came a Dartmouth seaman from the west
A very awkward rider at the best.
A coarse cloth gown he wore, not long, nor wide,
Enlac'd his dagger dangled by his side.
He knew those sultry climates, where the sun
Turn'd his complexion to a dusky brown.
A merry fellow, that with subtle thought,
Of Bourdeaux wine had swallowed many a draught;
Kept an obedient seaman's conscience,
Held borrowing from his owners no offence.
If 'twas his fate to take a lucky prize,
(For stoutly he would fight) he was so wise
To pick the best, which sent by parcels home,
Little of worth did to the office come.
A perfect master of the compass, he
Cou'd shun each rock and shallow in the sea;
Had weather'd tempests, in engagements been,
'Scap'd many dangers, many countries seen:
Knew every creek and harbour on the main,
Of England, Scotland, and the coast of Spain.
In many fights his frigate much was famed,
The Magdalene, of England, she was named.

LINES

WRITTEN BY A SAILOR ON BOARD HIS MAJESTY'S SHIP VANGUARD, OFF THE NILE, ON THE OCCASION OF THE GLORIOUS VICTORY OF THE FIRST OF AUGUST 1798.

YE landsmen so simple, and landsmen so wise,
To my ditty come listen awhile;
I sing, and indeed 'tis with joy and surprise,
I sing of a battle, as witness these eyes,
Which was fought at the mouth of the Nile.

Of August the first (and such a proud day,
Old England's bright annals shall boast),
Brave NELSON, who never knew fear or dismay,
He came, and he saw, and he conquered, huzza!
Of France the Republican host.

Old Neptune, amaz'd at the dangers he brav'd,
Beholding the slayers and slain,
Exultingly cried, as his trident he wav'd,
"The Britons, bold Britons, shall ne'er be enslav'd,
So long as they're Lords of the Main."

Of St. Vincent, and Nelson, and Warren, and Howe,
And of many such heroes as those,
With victorious wreaths shall be circled the brow,
While dismay, and defeat, and contempt, all allow,
Attend our Republican foes.

A BILL,

[As amended by the Committee.]

For appointing Commissioners to inquire and examine into any irregularities, frauds, and abuses, which are or have been lately practised by Persons employed in the several Naval departments therein mentioned, and in the business of Prize Agency; and to report such observations as shall occur to them, for preventing such irregularities, frauds, and abuses in future; and for the better conducting and managing the business of the said departments, and of Prize Agency.

WHEREAS it is highly expedient for the public service, that an inquiry should be made by Commissioners specially appointed for that purpose, into any irregularities, frauds, or abuses, which may have existed, or been practised by persons employed in the several Naval Departments hereinafter mentioned, and in the business of Prize Agency.

Be it therefore enacted, by the King's Most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, that Sir C. M. Pole, Bart. H. Leycester, E. Law, J. Ford, and H. Nichols, Esqrs. shall be, and they are hereby constituted Commissioners for making the inquiries intended by this Act; and that they the said Commissioners, or any three of them, shall, and they are hereby required to examine into and investigate all such corrupt and fraudulent practices, irregularities, frauds and abuses, or other misconduct, as may be found to have existed or to exist in any of the several offices or departments hereinafter mentioned, or to have been practised or committed by any person or persons that now are or have been concerned in managing, conducting, or transacting the business thereof respectively, or employed in any manner therein, either at home or abroad; that is to say, the

Office of the Commissioners for executing the Office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, the several Offices and Departments of the Commissioners of his Majesty's Navy, the Treasurer of his Majesty's Navy, the Commissioners for Victualling his Majesty's Navy, the Commissioners for taking care of Sick and Wounded Seamen and Sick Prisoners of War; the Commissioners for Transports and Prisoners of War; the Commissioners for the receipt of sixpence a month paid by all Seamen in the Merchants' Service for the Use of Greenwich Hospital; the Office for the Receipt and Management of the Monies paid on Account of the Chest at Chatham; his Majesty's several dock-yards and naval yards in the counties of Kent, Hants, and Devon respectively, or elsewhere within his Majesty's dominions; and the Office of Inspector General of Naval Works; the Royal Hospitals and Naval Hospitals for Seamen at Haslar and East Stonehouse, or elsewhere within his Majesty's dominions; and the late Prisons for Prisoners of War, Prison Ships, Prison Hospitals, and Prison ship Hospitals, in the said Counties of Kent, Hants, and Devon respectively, or elsewhere within his Majesty's dominions; or in the business of Prize Agency; and the said Commissioners shall, from time to time, report and certify their proceedings, in writing, under the hands and seals of them, or any three of them, to the King's most excellent Majesty, and to both Houses of Parliament, upon each Office and Department, and upon the business of Prize Agency respectively, specifying the nature of such malpractices, irregularities, frauds, or abuses, as they may have discovered or investigated; adding, at the same time, such observations as shall occur to them, and such plans either for correctness and improving, or for abolishing or regulating, any of the said Departments or Offices, or for regulating the business of Prize Agency, as may appear to them to be proper to be adopted for the time to come.

And be it further enacted, That, for the better execution of this present Act, the Commissioners hereinbefore named, or any three of them, are hereby authorized to meet and sit, from time to time, in such place or places within the cities of London and Westminster, or elsewhere within the United Kingdom, as they shall find most convenient, with or without adjournment; and to send their precept or precepts, under their hands and seals, or under the hands and seals of any three of them, for any person or persons whomsoever, and for such books, papers, writings, or records, relating to any of the Offices or Departments hereinbefore mentioned, or to any contracts, dealings, or transactions, which may have taken place with the said Offices or Departments, or to the business of Prize Agency, as shall

be necessary for carrying into execution the purposes of this Act; all which persons are hereby required and directed punctually to attend the said Commissioners at such time and times, place and places, as shall be by them appointed; and such persons as shall so be sent for shall have such costs and charges as the said Commissioners, or any three of them, shall think fit.

And, for the rendering more effectual all such examinations as are intended to be had under this Act, be it enacted, That it shall and may be lawful for the said Commissioners, or any three of them, and they are hereby authorised and required, to examine upon oath, or affirmation of persons being Quakers (which oath or affirmation they, or any three of them, are hereby authorised to administer), all persons whom they shall find occasion to call before them, to be examined touching all matters and things necessary for the execution of the powers vested in them by this Act.

And be it further enacted, That if any person or persons, summoned to appear before the said Commissioners, or any three of them, shall wilfully neglect or refuse to appear before the said Commissioners, or any three of them, or to bring or produce any accounts, books, papers, writings, or records, relating to any of the said Offices or Departments, or to any contracts, dealings, or transactions, with the said Offices or Departments, or any of them, or to the business of Prize Agency, that shall be in his, her, or their possession, custody, or power, and which he, she, or they shall have been required by such summons to produce, or shall refuse to be sworn, or being Quakers shall refuse to affirm, or being sworn, or being Quakers having affirmed, shall refuse to answer to and before the said Commissioners, or any three of them, any question, on oath or affirmation, touching or concerning any matter or thing relating to the several Offices or Departments above mentioned, or any contracts, dealings, or transactions with them, or any of them, or to the business of Prize Agency, then and in every such case, it shall and may be lawful to and for the said Commissioners, or any three of them, and they are hereby authorised and empowered, to make and issue their warrant or warrants, under their hands and seals, or under the hands and seals of any three of them, for taking and apprehending any such person or persons, and commiting him, her, or them, to such prison as the said Commissioners, or any three of them, shall think fit, there to remain, without bail or mainprize, until he, she, or they, shall submit to be examined, touching and concerning all matters and things necessary for the execution of the powers given by this Act, or to make such production as aforesaid, as the case may be.

Provided always, and be it further enacted, That no person shall be compellable to answer any question, or to produce any account, book,

paper, or writing, the answer to which, or the production of which, may criminate, or tend to criminate, such person, or to expose such person to any pains or penalties.

And be it further enacted, That the said Commissioners named in this act, before they enter upon the execution of the same, shall take an oath before the Chancellor of the Exchequer, or before the Master of the Rolls for the time being (which oath they and each of them are and is hereby authorised and required to administer), the tenor whereof shall be as followeth: (that is to say)

" I, A. B. do swear, that according to the best of my skill and knowledge, I will faithfully, impartially, and truly execute the powers and trusts vested in me by an Act, intituled, *An Act for* [*here insert the title of the Act*] according to the tenor and purport of the said Act."

And be it further enacted, That in case any person or persons upon examination upon oath, or, being Quakers, upon affirmation, before the said Commissioners, or any three of them respectively as before mentioned, shall wilfully and corruptly give false evidence, every such person so offending, and being thereof duly convicted, shall be and is hereby declared to be subject and liable to such pains and penalties, as by any law now in force persons convicted of wilful and corrupt perjury are subject and liable to.

And be it further enacted, That in case of a vacancy or vacancies, by death or resignation of any one or more of the said Commissioners, during the continuance of this Act, it shall and may be lawful for his Majesty to nominate and appoint such person or persons, not being a Member or Members of the House of Commons, as he may think proper to supply such vacancy or vacancies; and that every person so nominated and appointed, having taken the oath of office above mentioned, shall be held and considered to be invested with all the same powers as are delegated to the Commissioners appointed by this Act, in whose room such person is so nominated.

And be it further enacted, That the said Commissioners shall be, and they, or any three or more of them, are hereby authorized to appoint and employ such clerks, messengers, and officers, as they shall think meet, and to give to every of the said clerks and officers an oath for his true and faithful demeanour in all things relating to the due performance of the trust reposed in him by the said Commissioners, and in all other things touching the premises; which clerks and officers are hereby required faithfully to execute and perform the said trust in them severally and respectively reposed, without taking any thing for such their service, other than such salary or reward as the said Commissioners, or any three of them, shall think fit to direct and appoint in that behalf; and the Lords Commissioners of the Treasury, or

Lord High Treasurer for the time being, are hereby authorised and required to issue and cause to be paid any sums of money not exceeding two thousand pounds, to such person or persons as the said Commissioners, or any three of them, shall by writing under their hands, desire or direct, out of the Consolidated Fund of Great Britain; which sums so issued and paid shall be employed for the payment of clerks, messengers, and other officers, and in defraying all other necessary charges in or about the execution of the powers of this Act, and in such manner and in such proportions as shall be appointed by the said Commissioners, or any three of them, by writing under their hands and seals in that behalf; the same to be accounted for by the person or persons to whom the same shall be issued or paid according to the course of his Majesty's Exchequer, without any fees or other charges to be taken or demanded for the issuing and payment of the same, on the passing the said accounts, other than such sum as the said Commissioners, or any three of them, shall appoint.

Provided always, and be it further enacted, That no action shall be brought against any of the said Commissioners, or any other person or persons whomsoever, for any matter or thing whatsoever, done or committed under or by virtue or in the execution of this Act, unless such action shall be brought within six calendar months next after the doing or committing of such matter or thing: provided also, that if any action or suit shall be hereafter commenced or prosecuted against any person or persons for any matter or thing done under, by virtue, or in the execution of this Act, such person or persons may plead the general issue, and give this Act and the special matter in evidence; and if the plaintiff shall become nonsuited, or suffer discontinuance, or forbear further prosecution, or if judgment shall be given for the defendant or defendants, such defendant or defendants shall recover treble costs; for which he, she, or they, shall have the like remedy, as where costs by law are given to defendants.

And be it further enacted, That this Act may be altered, varied, or repealed, by any Act to be passed in this present Session of Parliament.

And be it further enacted, That this Act shall be deemed and taken to be a public Act; and shall be judicially taken notice of as such without specially pleading the same.

And be it further hereby enacted, That this Act shall continue in force for the space of two years, and from thence to the end of the then next Session of Parliament, in so far as the same shall not be altered, varied, or repealed, by any Act to be passed in this present Session of Parliament.

MONTHLY REGISTER
OF
Naval Events.

LAW INTELLIGENCE.

King's Bench, December 11, 1802.

Sittings at Guildhall, London, before Lord Ellenborough and a Special Jury.

Williams *v.* Jacobs.

THIS was an action by Peter Williams, late gunner of the Eurus, to recover from the defendant, Judah Jacobs, a slopseller, at Portsmouth, the sum of 282l. 10s. 6d. which the latter had received as the prize-money and pay of the plaintiff.

Mr. Erskine, who led the cause for the plaintiff, made a number of observations upon the various frauds, which were practised upon careless seamen, more particularly by a number of Jew slop-sellers and dealers, who invariably pillaged the poor fellows of almost all they earned by their labour, or acquired by their bravery. He said, that the like fraud had been practised in the case now before the Court, for he was instructed to say, that although the only sums the plaintiff had ever received of the defendant, were the sums of 17l. 10s. and 10l. yet, by some trick or other, the defendant had got the receipt of the plaintiff for 250l. and 204l. The knavish Jew defendant had, somehow, duped the poor sailor; but he insisted, upon the face of the accounts, it must be evident that those sums had never been advanced.

John Lawson stated, that in the month of April 1800, he received 282l. 10s. from the prize agent, for Peter Williams's share of a prize, taken by the Eurus. It was a Danish ship, taken in October 1798. He paid it to Judah Jacobs, who had a power of Attorney to receive the same.

William Hill, a clerk in the dock yard at Woolwich, proved the signature of the plaintiff to a power of attorney, dated November 28, 1798. This power of attorney, purported to be in consideration of 250l. paid by the defendant to the plaintiff, the receipt for which sum was indorsed on the back.

Another receipt from the plaintiff to the defendant was also proved, dated December 1800, by which Williams acknowledged to have received from the defendant 204l. as in full for his prize-money, and acquittance of all demands.

John Hector, an attorney, stated, that he was employed in Michaelmas Term, 1800, to recover some money from a person of the name of Cave for Williams, and that he did recover 67l. which he paid by Williams's direction to the defendant Jacobs. Williams at the same time telling him that he owed Jacobs a great deal more money.

A Jew of the name of Lazarus was next called, who said that he was a watch-maker, at Portsmouth; that on the 27th of October last, he called on the plaintiff, then on board the Roebuck, lying off Woolwich. He showed him the three receipts in question, and he acknowledged them to be his hand writing. He also told him that he did not want to go to law with Jacobs, but that he was persuaded to it.

Mr. Garrow made a very able defence, in which he warmly combated the prejudices against Jews, which, if followed by juries, would lead to the greatest injustice. He called upon the jury to examine attentively all the papers, and say whether they would venture to pronounce them forgeries; and yet, unless they went that length, he was entitled to their verdict.

The son of the plaintiff, a lad of fourteen, was also examined, who said, that he was present when the warrant of attorney was signed, and that his father received at the time some slops and some money, he believed about forty or forty five shillings, but certainly not such a sum as 250l. or he must have seen it.

Lord Ellenborough observed, that though the case had consumed much time, yet it was one which deserved great attention. If the fraud, which was suggested, had been committed by uttering those false documents, it was important it should be detected; on the other hand, if the defendant had acted fairly, it was important that he should be relieved from the chance of other claims similar to the present. They would not only weigh the contradictory testimony, but also take into consideration the probabilities of the case. The demand was for 282l. 8s. 6d. the plaintiff's share as gunner of the Eurus. The receipt of the sum was admitted by the defendant, but he had given notice of a set off of the following sums:—250l.—204l. for which the plaintiff's receipts were produced;—70l. 10s. paid to a man of the name of Cave; but of this, it appeared that 67l. was recovered back again by Hector, the attorney, and paid to the defendant. Commission 14l and other small items, making the whole above 500l. With respect to the warrant of attorney, and the receipt indorsed for 250l it appeared, that it was given in the prospect of the plaintiff's share of prize-money. It was to be remarked, that the prize was not then condemned, and he asked whether it was probable that the defendant would advance the plaintiff such a sum upon the bare prospect of being repaid when the prize-money should be received; and that the money was actually advanced did not appear from any evidence but the receipt of the defendant. Whether that receipt was fraudulently obtained, it was for the jury to determine. It was also remarkable that in the latter receipt for 204l. it was stated to be in full for the balance of prize-money. How could that be? It did not square with the defendant's own accounts. The whole of the prize-money amounted to 282l. 10s. Of this, he said, had been paid, as by the receipt dated November 1798, 258l. how then could he pay at a subsequent period, the sum of 204l. as a balance between former advances and the amount of the prize-money? If his former accounts were correct, instead of there being a balance due to the plaintiff in April, when he professed to pay 204l. as a balance; the plaintiff, on the contrary, was indebted to him.

His Lordship, having adverted to many other glaring absurdities on the face of the accounts, said it would be for the jury to judge between those improbabilities and the production of the receipts, of which there seemed not to be reason to doubt but that they were written by the plaintiff.

The jury withdrew for about half an hour, and then returned a verdict for the plaintiff, damages 251l. by which they impliedly declared the receipts to have been unduly obtained, and gave the plaintiff his full demand, *minus* those sums which he admitted to have been received by him.

PIRACY AND MURDER.

On the 19th of November last, four men, Copeland, Carr, Lewis, and Smith, were tried in the Island of Barbadoes, for the above offences. The circumstances relate to the ship Friendship, in the African trade, (belonging to the port of Liverpool, Messrs. Brown, Huson, and M'Cawley, owners,) which was seized by the crew in Majumba Bay.

In the autumn of 1801, the Friendship sailed from Liverpool, on a voyage to Africa and the West Indies; and early in October of that year, she arrived on the coast, and anchored in Majumba Bay. The Captain went on shore, and the boat returned to the ship with intelligence, that he should stay on shore that night. Some of the seamen were at this time intoxicated. At night, the Chief Mate, Kennedy, set the watch, and, as if suspecting a conspiracy, had come upon the quarter-deck, and wrapping himself in his surtout, had laid down to sleep. When it was dark, the utmost tumult and confusion ensued; part of the crew having possessed themselves of fire arms. Copeland, the Surgeon, twice snapped a musket at the Steward, and actually fired it at M'Cawley, the third Mate, and son of an owner of the vessel. M'Cawley and Kennedy, unable to resist, retired to the cabin, to which they were afterwards confined; the unfortunate Jelley the second Mate, more resolute, and less prudent perhaps, was killed by a ball from a musket, and instantly thrown overboard. While this scene of violence continued, the cable of the ship was cut, and the ship got under way, and put to sea.—The leaders of the mutiny now assumed the command, and a few hours afterwards compelled the two mates, and such others as were not friendly to their project, to quit the vessel; and having put provisions and water in the boat, left them at the disposal of Providence, by whose protection they regained the African coast, and arriving in Barbadoes, with the Captain, were the principal means of convicting these pirates. Sherborne, the boatswain, was going into the boat with intent to accompany them, but him the mutineers detained, for he was the only man remaining on board, whose knowledge of navigation enabled him to direct the vessel's course; that course, after some consultation, the mutineers agreed should be for some French port, and as the fittest for their purpose, they fixed on Cayenne.

They had not been at sea many days before a party of them, among which probably was Jelley's murderer, impelled by the dread of the justice they merited, resolved to leave the ship in the remaining boat, which they did, and have not hitherto been heard of.—Sherborne, in seeming obedience to their command to steer the vessel for Cayenne, formed a counter-plot to conduct the ship to Barbadoes, while he made the pirates believe he was carrying her to Cayenne. This he communicated only to the carpenter (Snowdon) and another, in whose fidelity he deposited his life. As they approached Barbadoes, the sloop of war, the Hornet, hove in sight; then in their terror the pirates proposed to plug up the shot-holes that were conspicuous in various parts of the vessel, to elude inquiry and suspicion; but the councils of villainy, under the influence of fear, are generally precipitate, unsteady, and unwise. Suffice it to relate, that on the ship's being boarded by the Hornet's boat, the whole was disclosed, the principals secured and landed, to be tried for the heinous offences of which they were accused.

The President of the Court declared, that the Court had unanimously found the prisoners (Copeland, Carr, and Lewis,) guilty, and

acquitted Smith. He then, after a long and very excellent address to the prisoners, passed sentence on the three unhappy men, and they were executed on Thursday the 18th of November last.

SHIPPING INTEREST.

A very numerous and respectable meeting of Ship-owners of London was held at the London Tavern on Tuesday, the 1st of February, to receive the report of the Committee, to whom it had been referred to inquire, what farther measures were necessary to obtain the repeal of the Tonnage-Duty; and on other matters of importance to the Shipping Interest; when John Hill, Esq. was called to the chair. The Secretary then read the report of the Committee, which stated, that they had been diligently engaged in searching for information and documents respecting the matters entrusted to them; that they had learnt from the Ship-builders that no more than *two ships*, exclusive of those for the East India service, had been laid on the stocks, in the port of London, since the war; that by comparing the expence of the outfit of ships now, and during the two first years after the American war, they find that provisions are from 80 to 90 per cent dearer, and that every other article of naval stores has experienced a similar increase in price: that premiums on Insurance are also considerably higher; yet that the rates of freight have only advanced about 23 per cent. and that consequently ships could not, at present, be navigated so as to produce any adequate profit to the owners. It also stated, that Petitions had been presented to Parliament, on this subject, by the Merchants of London, Newcastle, Sunderland, Shields, and several other ports; and that their representatives had been instructed to support them in the House of Commons. The Committee likewise felt it their duty to declare, that the whole of the investigation had been conducted without any reference to party views, and that they had been solely actuated by a due regard to the Shipping Interest of the country, and the prosperity of the Empire. The Chairman then detailed the proceedings of the Committee more at large; and, in a speech replete with sound argument, displayed a thorough knowledge of the subject. He pointed out, in a very forcible manner, the dependence of our maritime greatness upon the encouragement and protection of the Merchant-service; and the impolicy of laying any restraints upon it, at a time when every exertion was making by France to rival us in commerce. After having ably touched on every point explanatory of the Report, he concluded by informing the Meeting, that their Petition was presented to the House of Commons; and that the Lord Mayor had taken up the business with that zeal he had ever shown on all subjects of national importance. Many other gentlemen spoke, and were unanimous in their condemnation of the duty. The Report of the Committee was then confirmed, and the thanks of the Meeting voted to them, and to the Chairman, without a dissenting voice.

A meeting of the Ship-owners of Hull was held at the Guildhall of that place, on Saturday the 29th of January, to take into consideration the best means of obtaining a repeal of the Duty on Tonnage; when several resolutions were entered into; by one of which, Samuel Thornton and John Staniforth, Esqrs. are requested to co-operate with the other Members of the different ports, in endeavouring to obtain a repeal of that duty.

CONVENTION WITH RUSSIA.

IT is well known that on the 20th of October 1801, some supplementary articles to the Convention concluded on the 17th of July 1801, between his Majesty the King of the United Kingdom of Great Britain and Ireland, and the Emperor of all the Russias, was signed at Moscow by the Plenipotentiaries of the two Powers, and afterwards ratified by his Imperial Majesty at Petersburgh, the 4th of January 1802. The hitherto unknown substance of them is as follows :—

"If a ship is detained without cause, the proprietors of the ship and cargo are entitled to a proportionate indemnification for every day of the detention. When either of the Powers complains of the sentence which the Admiralty of the other has passed respecting prizes, the affair is to be brought in England before the King's Privy Council, and in Russia before the Senate. Both Powers promise that disputes concerning prizes shall be determined as soon as possible. No part of the prize shall be sold, or unloaded, before the decision. The freedom of commerce, or navigation, does not entitle neutrals to transport goods immediately from the colonies of a Belligerent Power to the Continent, or the contrary. The NeutralPowers shall, however, enjoy all the privilege of the most favoured nations, as the United States of North America."

SIR SIDNEY SMITH.

THIS illustrious Officer, whose humanity equals his valour, had as frequent occasion, during his memorable campaign in Syria, to teach mercy to his barbarous allies, as to inspire them with courage. His constant exertions to tame the ferocity of Dgezzar Pacha, and his success in rescuing many French prisoners from a cruel death, are now well known. They are not, indeed, mentioned in his dispatches, because humanity was too familiar to his mind to be spoken of by him as extraordinary or memorable. We might, perhaps, have expected to have found them in the official narratives of the enemy. These narratives, however, furnish stronger proofs of ingratitude than mere silence could have afforded; but, to the honour of France, and of humanity, it ought to be known that all Frenchmen have not been unmindful of their generous enemy.

M. DELASALLE, a second Lieutenant of dragoons, serving under BONAPARTE, in Syria, has published an account of his capture by the Arabs, of his being brought prisoner into Acre, and of his deliverance by Sir SIDNEY SMITH, which does equal honour to the gratitude of the narrator, and to the chivalrous humanity of our gallant countryman. After having spent four days in constant expectation of death from the Arabs, he was brought before DGEZZAR, where Sir SIDNEY SMITH interceded for his liberty, but in vain. He was committed to one of the dungeons, where DGEZZAR had crowded his victims, and he hourly expected his fate. But he was deceived. The unwearied generosity of his illustrious enemy at length subdued the tyrant's fierceness. The intercession of Sir SIDNEY SMITH at last prevailed—M. DELASALLE was released. He was conducted on board the *Tigre*, where he was loaded with all the courtesy that RICHARD CŒUR DE LION could have shown to a French Knight.

NAVAL KNIGHTS OF WINDSOR.

SEVEN Lieutenants of the Navy are to be installed Naval Knights of Windsor, next March, as a reward for their past services; this new establishment is ratified by his Majesty, and the above gentlemen will then, and agreeably to a bequeathment of S. TRAVERS, Esq. be in possession of valuable landed property. Their place of residence is a very complete building, at Windsor. The expence is upwards of 8000l.

Earl ST. VINCENT has been presented with a snuff box, having the picture of his Royal Highness the Prince of BRAZIL, richly set with diamonds on the cover, as a mark of the Prince's esteem for his Lordship's services, during the time he commanded the British fleet in the Mediterranean, and on the coast of Portugal.

EAST-INDIA INTELLIGENCE.

Jan. 24. The dispatches for Madras and Bengal, by the Admiral Gardner; also those for St Helena and Bengal, by the City of London, were finally closed at the East India House, and delivered to their respective Pursers. The passengers per the Admiral Gardner are

To Fort St. George—Joseph Greenhill, Esq. Senior Merchant; Mr. Samuel Ibbetson, Writer; Mrs. Mary Gallahar; Messrs. J. Campbell, H. C. Harvey, M. C. Carberry, A. E. Patullo, and D. Stewart, Cadets.

To Bengal.—Major-General John Fullarton, Mr. William Scott and Lady; Misses M. A. White, H. and A Friell; Messrs. E. Parry, A. Mackenzie, C. G. Mackenzie, and H. G. Christian, Writers; Mr. J. Bourjer, Cadet.

Per City of London.—Mr. L. Shaw, Cadet, Mr. H. Peacock, Free Mariner.

26. This day a Court of Directors was held at the East India House, when the following Commanders took leave, previous to departing for their respective destinations, viz. Captain T. Graham, Windham; Captain J. Sandilands, Walpole, for Madras. Miliken Craig, Elphinstone, for Bombay.

Feb. 1. Letters received overland from India state, that the Lord Nelson, and United Kingdom, arrived at Madras on the 10th of July, and at Bengal on the 27th ditto. The Cirencester, Perseverance, and Alnwick Castle sailed from Madras for China, the 20th of July. The Marchioness of Exeter left Madras for northern ports, the 1st of August. Thames, Walmer Castle, and Canton, left Bombay for China, the 16th of August Sir Edward Hughes, and Earl St. Vincent, arrived at Bombay from England; the former on the 29th, the latter on the 14th of August. The Company's ships Cornwallis, and Earl St. Vincent, were expected to be dispatched from Bombay for England, with pepper and piece goods, on the 19th of December. The Sir Edward Hughes, and Travers, were to sail for England from the Coast, about the end of January. The Herculean arrived at Bombay on the 6th of September, and when unladen was to be sent to Bengal.

On Wednesday the 2d of February, a Court of Directors was held at the East India House, when the following Officers were sworn into the command of their respective ships, viz. Captain Price, new ship Torin; and Captain Charles Lennox, of the Coutts.

On Friday the 4th of February, a Court of Directors was held at the India House, which adjourned to Wednesday the 9th.

The following ships are ordered to be in the Downs on the 18th instant: Hugh Inglis, Fairfax; Calcutta, W. Maxwell; Earl Howe, Burrows, for Madras and Bengal; Lord Castlereagh, G. Robertson; Charlton, Welladvice, and Lady Castlereagh, ———, for Bengal.

The following ships are appointed by the Court of Directors of the East India Company, to be afloat in February, viz —On the 6th instant, New Ship, Captain John Price; and New Ship. Captain Thomas Hudson, for Bombay and Madras; the Europe, Captain William Gelston, for St. Helena and Bengal; the Exeter, Captain Henry Meriton; the Dorsetshire, Captain John Ramsden; and the Coutts, Captain Robert Torin, for China. On the 21st instant, Earl Spencer, Captain Raitt; and the Preston, Captain Henry Sturrock, for Bengal; the Essex, Captain George Bonham, for Bombay; the Hope, Captain James Horncastle; the Warley, Captain Henry Wilson; the Earl of Abergavenny, Captain John Wordsworth; and the Woodford, Captain James Martin, for China.

7. The dispatches for Fort St. George, by the Walpole and Windham, were finally closed at the East India House, and delivered to their respective pursers. Passengers per Walpole, Messrs. George M'Kenzie, Stewart, and Hugh Scott, cadets. Per Windham—Colonel Francis Gowdie, his Lady, and Misses Eliza and Millicent Gowdie; Mrs. Jane Duncomb, proceeding to her husband; Miss Camilla Patterson to her father; Messrs. John Moncrief, John Elam, and Thomas M'Lean, cadets.

17. The arrival of the extra ship Sovereign, from Bengal, was announced to the East India House; her passengers are, Mrs. Montgomerie, Mrs. Holland, Miss Holland, Colonel Holland, Captain Montgomerie, Dr. O'Neal, Mr. Barroll, Mr. Wedderley, Master Barnfield, Miss Hawkins, Miss E. Hawkins. The Caledonia left Bengal the 3d October, and remained at St. Helena. The Northampton expected to sail from Bengal in November. Lady Jane Dundas, Walthamstow, and Manship in December. The Tellicherry and Fame arrived in Bengal from Europe. The Sovereign left the following ships at Madras, viz. Britannia, General Stuart, and Admiral Aplin, expected to be dispatched for England in a few days The General Stuart was supposed to be going into St. Helena when the Sovereign sailed.

By the ships of war which have just reached Portsmouth from India, we have advice, that there have arrived at the Prince of Wales's Island, the Arniston, Majoribanks, from London; Alnwick Castle, Prescott, ditto; Cirencester, Robertson, ditto; Marquis of Ely, Hannay, ditto; Perseverance, Tweedle, London—bound to China.

On the 27th of January was launched at Messrs. Perry's dock-yard, Blackwall, a new East Indiaman, of 800 tons, called the Europe, of which Messrs. P. and W. Mellish, are owners. A grand entertainment was given on the occasion.

PLYMOUTH REPORT,

FROM JANUARY 20, TO FEBRUARY 17.

Jan. 23. Last evening a return was made by the Chairman, T. Cleather, Esq the Recorder, and others, to the writ of mandamus, issued last November, commanding them to elect a Mayor in the usual way. Another writ of mandamus is expected. Came in from Torbay, the Hazard, of 18 guns, having in a late gale of wind parted two anchors and cables an end, fortunately she got up her fore-top-sail, and got under way. Mr. Rowe, King's pilot, was on board, and Mr. Chappell, another King's pilot, endeavoured to board her, but she went so fast through the water he missed his hold and fell overboard out of his boat, providentially a sailor threw out a rope, and he was hauled up without injury. The Belleisle, of 84 guns, Captain Whitby, made a signal to go down the harbour, but the wind becoming scant, and rather foul, she came to at the lower moorings Orders came down this day for the Courageux, of 74 guns, Captain O. Hardy, to get ready for sea. It is supposed she will, when manned and victualled, be sent to relieve a ship of war in the Streights or West Indies. It has blown all day a hurricane at S. S. W. with a very heavy sea in the Sound, but it is now abated, though it looks wild in the S. E. quarter.

24. Came in, and went up the harbour, a ship from Honduras, out thirteen weeks for London, with mahogany, fustick, &c.; also a large West Indiaman, and a French vessel apparently in distress. Wind hard at E.

26. Came in, in great distress, the French West Indiaman, L'Ajax, Captain Postelle, from Martinique, for Havre, with a cargo of sugar, rum, coffee, &c.; left the island tolerably healthy; many of the British settlers had gone to Trinidad since the evacuation of Martinique by the British. Came in also from Virginia the ship Bilboa, Captain Agnew, of and for Liverpool, with rice, indigo, and tobacco. Came in also from Virginia, the Pandora, Captain Bien Venu, of and from Guernsey, with tobacco. Two P. M. a large French West Indiaman is now standing into the Sound, but no boat has as yet boarded her to know her name.

31. A ship, name unknown, in turning down at half tide of ebb, imprudently attempted the passage of the bridge, between St. Nicholas's Island and Ridding Point, Mount Edgcumbe, and, as was expected, stuck fast in the Middle Passage, where she lay till the top of the tide, when she swung off with great violence, though with little apparent damage, and proceeded on her outward-bound voyage. Several light Newcastle and Sunderland colliers took the advantage of a north-west wind, and proceeded to their respective destinations. Came in from a cruise against the smugglers, the Ranger, of 14 guns, Captain Frazer; and the Eagle, of 12 guns, Captain Ward.

Feb. 3. Sailed on a cruise against the smugglers the Agressor gun-brig, Lieut. Thompson, and Atalanta, of 18 guns, Captain Maysfield. Letters from Brixham state, that in a violent storm last Sunday, the schooner from St. John's, Newfoundland, George Gempton, Master, laden with fish and oil, ran in the dead of night ashore on Goodrington Sands, where she bilged and went to pieces; schooner and cargo lost, Master and crew saved. This day, the volunteer seamen brought from Ireland in the Escort, Rambler, and Gannet, sloops of war, were sent on board the Culloden, of 74 guns, Rear-Admiral Dacres, Captain C. H. Lane; and the Courageux, of 74 guns, Captain O. Hardy, fitting for sea in Hamoaze.

5. Sailed on a cruise against the smugglers, the Ranger, of 14 guns, Capt. A. Frazer. Went into Barnpool, the Rambler, of 18 guns, Captain Innes; into Stonehouse Pool, the Gannet, of 16 guns, and Escort gun-brig, there to wait for further orders. Yesterday Mr. Chubb and his foreman, rope-makers, in Millbrook Lake, were fully committed to Exeter gaol, to take their trials at the next Lent Assizes for the county of Devon, for having a large quantity of King's stores in their possession. Bail to the amount of 9 00l was offered, and refused, according to the tenor of a late Act of Parliament, for the more effectually prosecuting persons having King's stores in their possession.

9. Came in, from Kingston, Jamaica, after a passage of twelve weeks, and put in here by contrary winds, the ship Intrepid, Captain R N. Caritchener, with a cargo of rums, sugars, &c.; left the island very healthy; she spoke, on the 27th of January last, all well, the Brothers, Captain Willoughby, of and bound to London, with rums and sugars, from Kingston, Jamaica, out forty-eight days, had a good passage; she was then in lat. 49. long. 12. On the 5th instant, Captain C. spoke the ship Brothers, of and from Liverpool, last from Cork, out one day. On the 6th instant, spoke the ship Adventure, of London, five days from Blackwall, for St. Kitt's, with a cargo of sundries. Wind E. N. E all the time.

10. The Calcutta, of 54 guns, Captain Wodehouse, which arrived here from the river with convicts, was bound to Portsmouth, to take the convicts from thence for New South Wales, but from the violence of the easterly wind, she overshot her port in the night. She sails the moment the wind changes for Spithead. Came in from the Bay of Honduras, with fustick, logwood and mahogany, the ship Nestor, Captain Anderson. Four o'clock, P. M. This moment his Majesty's ship Belleisle, of 74 guns, Captain Whitby, weighed from Cawsand Bay, and sailed to the westward, under sealed orders; her destina-

tion is unknown to any but the Admiralty; she has a fine breeze at S. E. and will soon be clear of the port.

11. Came in the Hunter, of 18 guns, Captain Jones, from Dublin and Liverpool, with volunteer seamen for the fleet. Came to last night, off this port, the Nile East Indiaman, Captain Santer, from China, with teas. Mr. Heanstop, an Officer of the Nile, landed here, and set off with dispatches for the Honourable East India Company from Messrs. Birdwood and son, Agents to the Company at this port, and its dependencies. She left China the 25th of May 1802, and experienced several gales of wind on her passage, in one of which, about a month since, she fell in with the Minorca East Indiaman, with teas, also six months from Canton; but from the violence of the gale parted company between this port and the Western Islands. Warped out of Cawsand Bay, to take the advantage of a change of wind, to proceed to Portsmouth. Came in a large frigate, but it is so foggy, her signals could not be made out for her number. The Nile East Indiaman is passed up, the wind being round to the westward.

13. Sailed for the river the American ship Diligence, Captain Watt, which had been seized on suspicion of having King's stores on board, but there being found a few trifling articles, and of little comparative value, and no intention of fraud appearing in the transaction, she was very honourably released. Came in from a cruise the Nemesis, of 32 guns.

15 Letters received here from Barbadoes, dated the 29th of December last, state the agreeable news of the safe arrival there of his Majesty's ship Centaur, of 74 guns, Captain Littlehales, which sailed from this port three months since, with sealed orders, all well, and the Officers and crew healthy. The island of Barbadoes is also healthy. She was, after taking in water and wood, to run down to Jamaica, to Vice-Admiral Duckworth, for orders, and to relieve a ship of the line on that station. The above letter is the first received from the Centaur since her departure. The Belleisle, of 84 guns, Captain Whitby, which sailed on Thursday night last, it is said, is certainly gone to the West Indies.

16. Came in express from Malta, with dispatches, said to be of importance, for Government, the Pickle schooner, of 14 guns, Lieutenant Pelletier; she left the island about six weeks since, the fleet and garrison all well. On her passage she touched at Gibraltar to wood and water, and arrived here after a passage of fourteen days; Lieutenant Pelletier on his landing and waiting on Rear-Admiral Dacres, took a postchaise and four, and set off with his dispatches express for the Admiralty; what news she has brought has not yet transpired. The Pickle was immediately put in quarantine in Couey Cove, Stonehouse Pool. By a vessel arrived here from the westward, it appears, the Belleisle, of 84 guns, Captain Whitby, was spoke with on Saturday last, to the southward of Scilly, all well, steering large to the westward, with a fine wind at N N. E. Letters from Naples, dated the 14 h of January last, state the arrival there, after a tempestuous passage from Lisbon, of the Lord Nelson schooner, Captain Cromer, of this port, with pilchards, &c. for a market. Letters received from Jamaica by the last packet, state the melancholy death of that active Officer, Captain Bower, of the Blenheim, of 98 guns, just after her arrival there from Spithead, of the yellow fever. The Lord Nelson found in the Bay of Naples the Medusa, of 50 guns, Captain Gore, and Camilla sloop of war; the latter was preparing to sail for Malta the 15th of January.

PORTSMOUTH REPORT,

FROM JANUARY 20, TO FEBRUARY 19.

Jan. 21. A General Court-Martial was held this morning on a Serjeant of Marines, for desertion, and a breach of public trust. The sentence cannot be made known till approved of by the Lords of the Admiralty. The defence he made was couched in strong nervous language, and evinced him a man of no

mean talents. He is a foreigner. Sailed the Autumn sloop of war, Captain Richardson, for North Yarmouth, to enter seamen; and the Hound, of 16 guns, Captain Maxwell, to the eastward. This morning the Agressor gun-vessel went out of harbour. The Bloodhound gun vessel, and Leda frigate, have made the signal for sailing; the former on a cruise, and the latter for a port to enter seamen.

22. Sailed the Thetis, armed *en flute*, Captain Sheppeard, to the eastward, to be paid off; and the Leda, of 36 guns, Captain Honeyman, for North Yarmouth, to enter seamen.

23. Remains at St. Helen's, his Majesty's frigate Amazon; at Spithead the Neptune, of 98 guns; Donnegal, of 80 guns; Le Hercule, of 74 guns; Isis, of 50 guns; and Leda, of 38 guns; brigs, Fort Mahon, of 18 guns; Kite, of 18 guns; Monkey, of 18 guns; Bloodhound and Censor, of 14 guns each. In the harbour, fitting out, his Majesty's ships Venerable, of 74 guns; Apollo, of 36 guns; La Loire, of 44 guns, Hydra, of 38 guns, Diamond, of 38 guns; L'Agile, of 36 guns; Alcmene, of 32 guns; Amphion, of 32 guns; Camilla, of 20 guns; and Aurora, of 28 guns. The Amphion is ordered to be paid off. Commissioner Sir Charles Saxton this day paid two months advance to the company of his Majesty's ship Donnegal, at Spithead. Put back his Majesty's ship Thetis, and remains with the squadron as before. Wind S. E. and moderate.

25. This morning the Donnegal, of 84 guns, Captain Sir R. Strachan, sailed with sealed orders, supposed for the Mediterranean; but before she cleared St. Helen's the signal of recal was made from the telegraph, and she has since anchored at Spithead. There are various conjectures as to the cause of her return; it is most generally believed that she is to take dispatches to Gibraltar. The Hercule, of 74 guns, Captain Ferris, is ordered to be fitted and stored for twelve months, and to sail immediately for the Mediterranean. The Censor gun-vessel, Lieutenant Atcheson, is ordered to Leith to receive seamen. The Leda and Thetis frigates, which sailed on Saturday to the eastward, were obliged to return, owing to strong easterly winds.

26. This morning sailed the Donnegal, of 84 guns, Captain Sir R. Strachan, with sealed orders; and this evening, the Nelson, Havre packet, Donald, master, with passengers, for Havre de Grace. The Kite brig, Captain Papon, which brought new raised men, from the eastward, to man the Donnegal, has sent twenty-two of her crew to Haslar Hospital, ill of a fever, which they caught from them.

28. Letters from the Blenheim, of 74 guns, Captain Bower, state her arrival at Martinico, after a pleasant passage of one month. Commodore Hood proceeded in the Ulysses, with the other Commissioners, for Trinidad, to fulfil the functions of their office. The Amazon frigate, Captain Parker, is ordered to sail with sealed orders; it is supposed for the Mediterranean. Sailed the Leda, of 36 guns, Captain Honeyman, from North Yarmouth, to enter seamen, and the Thetis, armed *en flute*, Captain Sheppeard, to the eastward, to be paid off. This day sailed his Majesty's ship Thetis for Sheerness; and the Matilda, a homeward bound West Indiaman, for the river. The Alcmene frigate, Captain Stiles, was paid off this morning, and recommissioned. Yesterday arrived the ship Betsey, Captain M'Lane (a Guineaman), from Jamaica, bound to London, and remains, as also the Leda frigate.

Yesterday morning, at ten o clock, the Royal Marines were drawn up in the Court of the Barracks, to hear the sentence and attend the punishment of Serjeant Schmitt, of that corps, for desertion and embezzling money with which he had been intrusted as a Pay Serjeant. The proceedings of the Court were read by Lieutenant and Adjutant Varlo. The charge being proved, the prisoner was sentenced for the desertion, to be reduced to the ranks, and receive five hundred lashes; and for the embrezzlement of the money (which was stated to amount to 67l. 18s. 4½d.) to have all sums due to him for pay, &c. applied to the repayment, and also to have his future pay stopped, to an amount not

exceeding the half, till the whole deficiency should be made good. The approbation of the sentence, and order to carry it into execution, by the Lords of the Admiralty, was then read. The prisoner, when he was brought out to hear his sentence, and while it was reading, carried himself with a firm, but modest air. Before he had received one hundred lashes, his body began to writhe excessively, though his countenance was little moved. After that he moaned and complained at intervals, with a low and evidently smothered voice. Once or twice he said, "I cannot bear it." He appeared to be of a delicate habit. When he had received three hundred lashes, the surgeon felt his pulse, after which he received fifty more, and was then taken down.

29. The Brunswick, of 74 guns, is taken into dock to be repaired for commission. The Superb, a new ship, of 74 guns, is ordered for commission. The Cerberus frigate, Captain Macnamara, with Major-General Churchill on board, is hourly expected to arrive at this port from Jamaica. Lieutenant-Colonels Fletcher, Anderson, Winter, and Lewes, of the Royal Marines; and Captains Jane, Richardson, Lynn, and Wingrove, are appointed to this division, in the room of the Officers who are gone out on retirement Four first and six second Lieutenants, are also appointed here, which completely fills all the vacancies.

31. Arrived the Dryad frigate, Captain Williams, from Weymouth. Passed by the Cumberland, Captain Farrier, an East India ship; six or seven South seamen, and many other ships outward-bound. Not less than forty sail passed by for the Downs. Sailed the Jamaica frigate, for Ireland; and the Two Friends, Grenville, for Rye.

Feb. 1. Passed by the City of London, Lander, for India. His Majesty's ship Venerable, of 74 guns, Captain Searle, now in the harbour, is ordered to be fitted out as fast as possible, being intended for foreign service as soon as she is ready for sea. The Aurora frigate, one of the ships of the Newfoundland station, will be ready for docking the next spring tide. It is with much satisfaction, we find that seamen enter with great alacrity, on board two re-commissioned frigates, the Amphion and Alcmene, in the harbour. Wind W. N. W. and moderate.

2. This day arrived the Morgiana, of 16 guns, from a cruise; the Nancy, Rood, from Waterford; Providence, Harvey, from Lynn; William, Harrington, from London.

4. This day arrived the ship Camilla, Captain Joseph Anderson, after experiencing a most tremendous passage, from Bermuda, in eight weeks and three days, having on board upwards of 170 of the 47th regiment, commanded by Lieutenant-Colonel Blackhouse.

7. This morning went out of harbour his Majesty's ship La Loire, of 44 guns, Captain Maitland, and remains with the squadron at Spithead. Wind N. E. and blows strong. Commissioner Sir Charles Saxton paid two months advance this day, to the company of his Majesty's ship Le Hercule; she is under orders for foreign service. The Russell, of 74 guns, at this port, is ordered to be fitted without delay. Yesterday evening, the sloop Tower, of Christchurch, laden with malt, and consigned to Mr. Spicer, brewer, of this place, was upset near the garrison, by a sudden gust of wind, by which accident two women, and their two children, were drowned in the cabin. The men of the vessel being upon deck, two in number, the husbands of the deceased, saved themselves upon the vessel's broadside, until they were taken up by a boat which came to their assistance.

9. This day arrived the Starling gun-vessel from the eastward; and the Ant, Singer, a regular packet, from Havre. By Captain S. of the Ant, from Havre, we learn that the sloop Betsey, Grote Master, was seized, for bringing into that harbour part of the wreck of a French vessel lost on the English coast. The Betsey carried over several of the crew of the French vessel; and the property was entirely French. His Majesty's ship Cerberus is ordered round to Sheerness.

11. Sailed his Majesty's brig Sterling for Weymouth. Remains at St. Helen's, his Majesty's ship Le Hercule. Wind E N. E. and moderate. His Majesty's ship Amazon, Captain Parker, has taken in six months provisions, also a great quantity of plank, of large dimensions, besides other additional stores. It is conjectured she is bound to Gibraltar, and from thence to Malta. The greatest attention is paid, it appears, to the orders for fulfilling the contracts for naval stores at the different dock yards, agreeably to some late regulations, as they are constantly receiving supplies to complete the establishment laid down, by which means we shall at all times be ready to equip our fleets in cases of unexpected necessity.

13. Arrived his Majesty's ship Chichester, armed *en flute*, Captain Spear, from Halifax. She was immediately put under quarantine, in consequence of a dreadful fever, which raged on board in her passage from Jamaica to Halifax, and by which the service lost that excellent Officer, Captain Stevens; also the Woolwich storeship, Captain Ulick Jennings; the Calcutta, armed transport, Captain Woodriff, from the Downs, to take 130 convicts for Botany Bay.

14. This morning arrived the Intrepid, of 64 guns, Captain Harwood; La Virginie, of 44 guns, Captain Astle, and La Chiffonne, of 36 guns, Captain Stuart, from the East Indies; on which station they have been between five and six years. When the above ships sailed from the Cape of Good Hope, no orders had been received by Sir Roger Curtis, as to the evacuation of that place. Came into harbour the Arrow, of 20 guns, Captain Vincent, to be repaired. The Apollo frigate, Captain J. Dixon, has made the signal to go out of harbour. Remains at St. Helen's, the Hercule, of 74 guns, Captain Ferris, waiting for orders. The Chichester and Woolwich, from the West Indies, remain under quarantine at the Motherbank. The following men of war are expected soon to arrive from the East Indies:—Victorious, of 74 guns, Admiral Rainier; La Sybille, of 44 guns; Eurydice, of 24 guns; and the Orpheus, of 32 guns. The Leopard, of 50 guns, is hourly expected from St. Helena.

18. This morning arrived the Cynthia sloop of war, Captain Wright, with the mutineers who were pardoned by his Royal Highness the Duke of Kent, from Gibraltar. Commodore Domett this day arrived from London, and hoisted his broad pendant on board the Dryad, *vice* Captain Williams, who has commissioned the Russel, of 74 guns, at this port. Arrived the Young Nicholas, hired armed transport, Lieutenant B Street, with about 200 invalids, and a quantity of ordnance stores, from the Cape of Good Hope. The passengers by her are—Major Erskine, Deputy Adjutant General at the Cape, Lieutenant Munro, Aid-de-Camp to Lieutenant-General Dundas; Dr. Tytler, Apothecary to the Forces.

Promotions and Appointments.

The Lords of the Admiralty have been pleased to confirm S. Champion, Esq. (of Plymouth, a secretary to Rear-Admiral Sir James Saumarez, K. B.) to be Purser of the Thames frigate, now in ordinary in the river Thames. He was made into her by the gallant Admiral after the glorious victory obtained over the French and Spaniards on the memorable 12th of July 1801, off Cadiz.

The following Appointments took place in Sir Roger Curtis's squadron, at the Cape of Good Hope, in August last, *viz.*

Captain Fothergill, of the Hindostan, to the Diomede, of 50 guns, *vice* Captain Mottley, returned home.

Captain Giffard, lately arrived from England, to the Braave frigate, of 40 guns, *vice* the Honourable Captain D. P. Bouverie, returned home.

Captain John Cramer, also lately arrived from England, to the Rattlesnake sloop, of 16 guns, *vice* Captain John Le Gros, who supersedes Captain Fothergill, in the Hindostan.

Captain M'Farland continues in the command of the Penguin sloop.

Captain Neville is appointed to the Port Mahon sloop of war, *vice* Grosset.

BIRTHS.

The 1st of February, at Deal, the Lady of Lieutenant Champion, of the Royal Navy, of a son.

On Thursday, the 3d of February, the Honourable Mrs. J. Markham, the Lady of the Honourable Captain Markham, one of the Lords of the Admiralty, of a son.

On the 10th of February, at Chelsea, the Lady of Lieutenant Bremer, of the Royal Navy, of a daughter.

MARRIAGES.

Dec. 19, 1802, Captain E. W. C. R. Owen, of his Majesty's ship L'Immortalité, to Miss Cannon, daughter of John Cannon, Esq. of Middle Deal.

January 20, Captain John Bushby, of the Royal Navy, to Miss Mary Bushby, of Orchard-street, Portman-square.

January 27, Captain Hodder, of the Royal Navy, to Miss Troy, eldest daughter of the late J. C. Troy, Esq. of Chatham.

Lately, Captain G. Hope, of the Royal Navy, to Lady Johnstone, daughter of the Right Hon. the Earl of Hopetoun.

On the 3d of February, Lieutenant Thomas Masson, of the Royal Artillery, to Miss M'Dougall; and on the 8th of the same month, Lieutenant Bargrave Wyborn, of the 18th dragoons, to Miss Sarah M'Dougall, daughters of Captain John M'Dougall, of the Royal Navy, of Ripple, in Kent.

February 10, at Windsor, Matthew Buckle, Esq. of Sheet, in Hampshire, to Miss Buckle, daughter of the late Admiral Buckle.

At Chepstow, Monmouthshire, George Christopher Pulling, Esq. Captain in the Royal Navy, to Miss Moser, of Chepstow.

Lately, at Plymouth, Lieutenant Grove, of the Navy, to Miss Dunstable.

OBITUARY.

It is with extreme pleasure we state that the account of the death of Dr. Blair, Physician to the Fleet at Jamaica (see page 81,) is unfounded. A letter has been received from him, dated the 13th of December, stating the accident happened to a surgeon, of the same name, of the island of Jamaica.

Lately, at Jamaica, Lieutenant J. Ross, of the Desirée, and brother to the Commander of that ship.

Lately, at Lisle, in Germany, Captain Shortland, sen. of the Navy, father of Captain Shortland, of La Dedaigneuse.

A few days since, Mrs. Pitt, wife of Lieutenant Pitt, of the Royal Marines.

On the 27th of November last, in the Mediterranean, when on a voyage for the recovery of his health, the Hon. Captain Alexander Duncan, of the Guards, eldest son of Lord Viscount Duncan, of Camperdown, Admiral of the White Squadron of his Majesty's Fleet.

At Port Royal, Jamaica, on the 21st of November last, of the yellow fever, the Hon. Lieutenant James Rollo, of his Majesty's ship Ganges.

Lieutenant William Foster, an Officer much respected in the Navy.

Lately, Paul Parry, Esq of the Royal Navy.

On the 11th of December, aged 65, at Troy Town, Rochester, Mr. William Forfar, a Master in his Majesty's Navy ever since the year 1762, was Master of the Formidable, Sir Hugh Palliser's ship, at the time of that gentleman's important dispute with the Honourable Admiral Keppel, afterwards Master

Attendant at Jamaica, and lately a superintending Master at Chatham. He was a man whose amiable qualities rendered him universally respected and sincerely regretted. After the early part of a life passed in pursuit of his boisterous occupation, he retired to the enjoyment of a decent competence, and by a happy temper and general philanthropy of disposition, rendered himself beloved by all around him. Mr. Forfar was esteemed an excellent sailor, was a just man, and a chearful intelligent companion.

Early in December last, aged sixteen, Nathaniel Brassey, a Midshipman on board his Majesty's ship L'Heureux, in the West Indies, third son of the late Nathaniel Brassey, Esq. of Lombard-street, Banker.

On the 5th of December last, of the yellow fever, at Port Royal, Jamaica, in the seventeenth year of his age, Mr. Richard Edgcumb, Midshipman in his Majesty's service; he was a young gentleman of the most promising abilities, and the only surviving son of Mrs Edgcumb, of Charing-Cross.

Lately, at Nice, of a decline, the Hon. Mrs Charles Ellis, only duughter of the late Right Hon. Lord Hervey, whose premature death on board the Zealous, which he commanded in the last war, was so deeply deplored by his friends and family. She fell a victim to that fatal disorder at the early age of twenty-two years and five months, and supported her acute and protracted sufferings with a serenity and resignation never to be forgotten. We do not remember an event of this nature which produced a more general sensation; besides those near and intimate connexions whom her death leaves inconsolable, a very numerous acquaintance sincerely share the sorrow which it inflicts; and a still more extensive circle feel the loss which society thereby sustains, and are alive to the awful lesson which it imparts. Whether, indeed, we contemplate her extreme youth, her beauty, her accomplishments, her unaffected and amiable manners, the splendid sphere in which she moved, the bright and spotless example which she afforded, or the genuine and unclouded happiness which she enjoyed, we must confess that we do not recollect to have heard of an occurrence in private life more calculated to excite pity and reflection. Mrs. Ellis has left three children, two sons and a daughter: the eldest will inherit, through her, the Barony of Howard of Walden, on the death of her grandfather the Earl of Bristol.

On Wednesday, the 26th of January, at his house, St. Michael's Grove, Brompton, Thomas Gilbert, Esq. a Lieutenant in his Majesty's Navy.

On the 28th of January, Thomas Allwright, Esq. First Captain of the Royal Naval Hospital at Greenwich.

Lately, at Plymouth, Lieutenant John Newton, of the Navy, aged 67; fifty-two years of his life he had spent in the service of his country, out of which he was forty-three years a Lieutenant.

Feb. 2, suddenly, at his lodgings in Bath, Captain Chilcot, of the Navy, he had arrived there from Windsor the preceding evening, in apparent health.

On Friday, February 11, at his mother's house, in Devonshire-street, Captain Henry West, of the Navy, in the twenty sixth year of his age. The premature death of this gentleman was occasioned by his fencing. His master, when making a strong lounge, the foil broke through the mask, and breaking, the splintered piece entered his mouth, and penetrated his throat, lacerating his neck in a very dreadful manner, which accident he survived only a few days.

On Monday, February 14, at his house in Guernsey, in the seventy-second year of his age, Thomas Le Marchant, Esq. a gentleman universally respected for his charitable and benevolent disposition, leaving issue only one daughter, Lady Saumarez, the wife of Rear-Admiral Sir James Saumarez.

On Friday, February 18, at Durham, in the sixty-sixth year of her age, Mrs. Elizabeth Butterfield, widow, only niece to the late William Maskman, Esq. M. P. first cousin to the Hon. William Jackson, and mother to the present Captain Butterfield, of the Royal Navy.

THE

Marine List

OF

SHIPS LOST, DAMAGED, &c.

THE Ceres, Thompson; and the Flying Fish, Milner, that were on shore near Whitby, are got off with little damage.

The Countess of Sutherland, Croker, from New Brunswick to London, was lost at St. Andrews, New Brunswick, the 15th of December; the materials saved.

The Dorothy, Straker, from London to Liverpool, is on shore in Dundalk Bay, but is expected to be got off.

The Nancy, Nevelon, from Virginia to Jamaica, was stranded the 28th of October, on Turk's Island.

The Hope, Dougal, from Charant, is on shore on Yarmouth Beach.

The Providence, Brown, from Liverpool to Limerick, is totally lost.

The London Packet, Swaine, from London to Lyme, is on shore near Poole; also another vessel, supposed to be the Union, Head, on the same voyage.

The Orpheus, Bevians, from Cork to Jamaica; is put into Beerhaven with loss of main-top-sail-yard.

The Speedy, from Newfoundland, arrived at Bilboa, fell in with the schooner Suckey, of Milford, Reed, from Teneriffe, in great distress, and took out the crew, except two men who would not leave her.

The Lovely Cruiser, Pringle, from Limerick to Greenock, is on shore at Loughswilly.

The Lark, Perry, from Limerick to the Fishery, is lost in the Shannon. Crew saved.

The Hope, of Aberdeen, Hogg, from Sunderland, was wrecked near Dunbeath, the 6th of January.

L'Amazon, Chevalier, from St. Domingo to Havre, is lost near Dartmouth; crew and part of the cargo saved.

The Amiral Nelson, Bateman, from London to the Mediterranean, with wheat, has put into Gibraltar in great distress, having thrown part of her cargo overboard. The remaining being so much damaged will be sold there.

The Providence, Lacy, from Bristol to Exeter, is lost near Exmouth.

The Providence, Reed, sunk near the mouth of the Duddon, on the 9th of January. Crew saved.

The Mary, M'Ghie, of and from Greenock, for London, is lost in Boston Deeps.

An English three mast vessel, laden with salt, oranges, and lemons, foundered lately off Bancnez; the crew, except the cabin boy, saved by a smuggling vessel.

The Speculation, Mekeich, from St. Croix to Copenhagen, is lost near Lisbon. Captain and five men saved.

The Ann, Raddon, from Virginia to Leghorn, arrived at Gibraltar the 1st of January, with loss of bowsprit and fore-mast.

"*Gibraltar, Jan.* 3.

"We have lately had some very stormy weather here, and some accidents have happened. The English brig John, drove on shore to the southward of Algesiras, but since got off. The American brig Amphitrite, drove on shore at Algesiras. The American ship Cora, is on shore under Montague bastion The American schooner Saba, drove on shore on the Neutral Ground. The Moorish sloop Marimona, is lost at the back of the New Mole. The Spanish polacre Santissima de la Salud, is lost under the fort at the New Mole. A Spanish polacre upset off Europa Point."

The Hawke, Morgan, from London to Liverpool, is carried into Milford by a boat's crew; after being deserted at anchor near that place.

The North Star, Oldin, from Cork to Swansea, is put into Milford, with considerable damage, having run foul of the Nemesis frigate.

The Devonshire, M'Cormick, from Jamaica to London, is put into the Bahamas, leaky.

The Surprise, Carlisle, from Africa and Barbadoes to the Havannah, is lost; people saved.

The London Packet, Swaine; and the Union, Head, from London, that were on shore near Poole, are got off, after landing their cargoes; the former much damaged.

The Bolton, Jefferson, of Maryport, with coals, is on shore near Dublin.

The Favourite, of Sunderland, with coals, for London, is drove into Peterhead Bay.

The Van Holton, Vars, sailed from Charleston, the 9th of September, in company with the Galgo, both bound to Liverpool, and on the 20th of September in lat. 41. 6. W. and long. 56. 30. W. she parted company, and has not since been heard of.

The Louisa Bridger, Eve, sailed from New York for Antigua the 13th of October, and was not arrived on the 25th of December, supposed to have been run down during the night, or to have lost her masts, and bore away for some port to the leeward to refit.

The Speculation, Knight, from Liverpool to St. Michael's, was lost near Dublin, the 25th of December. Crew drowned.

The Satisfaction, Smith, from Gosport to Shields, is on a shoal in Shields harbour, but is expected to be got off.

The Betsey, Maryer, and Good Friends, Le Gresley, from Jersey to Labrodore, were lost in the Straits of Belle Isle in June last.

The Dædalus, Mallet, from Moss to London, was lost in the Orkneys, on the 11th of January; the first and second Mates and two men drowned.

The Jong Henorick, Thompson, from the coast of Spain to Amsterdam, is stranded on the Barbary shore, with several other vessels.

The Baron Nelson, Foster, from London to Barcelona, is returned to the river to repair, having been on shore and lost anchors and cables.

The Tay, Knox, from Sligo to Greenock, having sprung a leak at sea, put into Londonderry, where she has sunk.

The Mary, Wheatley, from Dublin to ——, and the Fanny, Crawford, from Irvin to Ireland, are on shore near Drogheda.

Part of a stern of a vessel, supposed a galliot (marked Metta, anno 1802), has been driven on shore at Broadland, Scotland.

The Aurora, Merrick, from London, which was captured in the Pacific Ocean, and carried into Valparazo, is given up by the Spaniards. The Redbridge, from London, which was taken and carried into the same place, is condemned.

The Sally, Callaghan, from Limerick to Bourdeaux, is put into Kinsale with damage, and will be obliged to unload and repair.

The Ann, Pearson, sailed from Archangel bound to Bremen, in August last, and has not since been heard of.

The Enterprize, Egerton, from Havannah to Liverpool, is lost near Donaghadee. The Captain and ten men drowned.

The Columbia, Fosdick, from Savannah to Liverpool, was stranded the 27th of January, on the South Bull, near Dublin.

The Aspinal, M'Carthy, from Cork to Barbadoes, struck on a wreck near Cork, and is put into Kinsale with much damage.

The Hope, of Whitehaven, Hodgkinson, with coals, for Dublin, was lost the 26th of January, off Dunleary; the Captain and five of the crew drowned.

A large ship, said to belong to Liverpool, was on shore the 27th of January, on Copeland Island, at the mouth of Belfast Lough, and expected to be lost. Eleven of the crew drowned.

The Betsey, Fry, is lost off Kinsale.

The Endeavour, Lyal, of Thurso, from Rotterdam; a Dutch vessel, said to be the Vrow Ida, Van Dam; and the sloop Peggy, of Blackwell, are lost in the Orkneys.

The Ellwood, Fisher, from Whitehaven, is lost off the Isle of Man. Crew drowned.

The Harry, Hodge, from Portland to London, is put into Dover in distress.

Extract of a letter from Cadiz, Jan. 11.

"In consequence of the tremendous storm that raged last night, the following accidents happened in our bay:— A Spanish ship from the Havannah, with 1000 hogsheads of sugar; a Spanish ditto, called the Princessa, with a very rich cargo, and 300,000 dollars on board; a Spanish brig from La Guayra, with provisions of that country; and a Swedish ship and Brig, are stranded between the mouth of the river San Pedro and the North Head. Two Ameri-

ean ships and a sloop, are stranded on the coast of Pontales. The English ship Briton, Captain Bristow, from Newfoundland, with a cargo of fish; the Spanish brig Harmony, with 300 chests of sugar; and a Spanish sloop, Na Sa del Carmen, with sundry merchandizes, ready to sail for La Guayra, are sunk in the Bay. No lives have been lost that we have yet heard of. The crew of the Briton, about the fate of whom we were very anxious, are safe. All the London traders are safe. We have no accounts yet from the coast, but from the length of the gale we are afraid there must be several losses."

Dublin, Feb. 2. A vessel, name unknown, is wrecked near Cape Clear. Part of her cargo, consisting of provisions, has been found on the coast, with the bodies of four of the crew.

List of vessels drove on shore the 10th of January, in the Bay of Gibraltar, viz. The Kilbury, M'Dougal, from Malaga to Liverpool, with fruit; Nile, Hamilton, from Vigo to Venice, with pilchards; Maria, Bofano, and Fortune, Marinare, from Genoa to Gibraltar, with slates, &c.; Anna Maria, ——, from Cadiz to Antwerp, general cargo; Dolphin, Taylor, from Boston to Gibraltar, ditto; Buona Ventura, Balarino, from Lisbon to Gibraltar, with tobacco; Maria, Longer, from Cadiz to Montivedo, in ballast; L'Amie Adelaide, Vivareto, from Cette to Havre, with wine, &c.; L'Achille, Muro, from Marseilles to Mogadore, with pepper, &c.; several boats, &c. No lives lost; and most expected to be got off with some damage.

Letters from Trieste, of the 12th of January, state that the night before five large vessels, viz. two Greek, one Dane, one English, and one American, all richly laden, were driven on shore there in a violent gale and lost, with their cargoes, but most of the people saved. Seven other vessels in port received much damage, and it was feared would be lost if the gale continued. Two large vessels were seen the morning of the 12th, dismasted, and with signals of distress.

The Hope, Dougal, from Charant, which was on shore on Yarmouth Beach, is got off and put into the harbour.

The Reliance, M'Carthy, from London to the coast of Spain, is on shore near Carthagena, and full of water.

The Caroline, Jennings, from Limerick to Poole, was lost at Scilly on the 25th of January. Cargo saved.

The Wilhelmina, Truck, from Virginia to Ireland, was wrecked on 26th January, on the coast of Wales. Crew saved.

The Sincerity, Smith, from Limerick to Liverpool, was stranded on the Bar of Dunsanoughty on the 28th of January. Crew saved with the cargo, and the vessel expected to be got off.

The Lion D'or, ——, from Dunkirk to Tobago, is on shore near Dunkirk, and it is feared will be lost.

The Supply, Tompson, from Shields to Arundel is lost on the Brake Sand near Ramsgate. The Mate and one man saved.

The Good Intent, Boad, from Newcastle to Aberdeen, is wrecked near Aberdeen. Crew drowned.

The Jong, Johannes, Moller, from Ferrol to Hambro, is put into Blythe with loss of rudder.

The Amsterdam Packet, Green, from Lisbon to New York, was totally lost on Long Island, the 14th December.

The Columbia, Forsdeck, from Savannah to Liverpool, stranded on the South Bull, Dublin, the 27th of January, is got off, and put into Dunleary.

The Symmetry, Harrison, from Shields to Havre, is put into Dover with loss of bowsprit.

The Robert and Sally, ——, from Chester to Newcastle, is on shore to the westward of Dover, and much damaged. Cargo landing.

The ship Tupper, from Quebec to Newfoundland, is lost in Mutton Bay.

The Ariel, Morison, from Philadelphia to St. Croix, is lost.

The Turin Galley, ——, from Honduras to London, foundered in the Bay of Honduras the 14th of October last. Crew saved in the Nestor, and arrived at Plymouth.

An American three-masted vessel is lost on Corduan, the entrance of Bourdeaux River.

The Josephine, of Rouen, bound to Bourdeaux, is lost off Cape Lizard.

The Suir, Jones, from Waterford to London, was drove on shore about four miles to the westward of Rye, on the 4th of February, and is full of water. The cargo saved.

The Commerce, Dyer, from Turk's Island, went on shore near Sandy Hook, the 29th of December, and it was feared would be lost.

The English Brig John; and the American brig Amphitrite, which were driven on shore near Algeziras, are got off, and put into Gibraltar to repair.

The Three Brothers, Krookman, from London to Dunkirk, is put into Margate with much damage, having been run foul of by a West India ship.

The San Joze Eguima, D'Souga, from London to Marseilles, is put into Ramsgate, with damage, having been run foul of in the Downs.

The Venus, Tozer, from Teneriffe to London, is put into Dover with damage, having struck against the Pier Head.

The Izabellinha, Pereira, from St. Ube's to Cork, has been deserted by the crew off the coast of Ireland.

The Essex, Williamson, last from Portsmouth, with bale goods, was totally lost on the Bar of Bilboa, the 22d of November. Crew saved, some of them arrived at Oporto.

The St. Joseph, Lacalasea, from Seville to London, is towed into Bilboa with loss of masts.

Orkney, Jan. 26—On the 18th instant, a large ship was totally lost here, and every person on board drowned; a great part of the cargo, consisting of fir logs, and lath woods, has been saved. Part of the wreck of a ship, a brig, and a galliot, have been driven on shore.

The Catherine and Eliza, of London, Pratt, is totally lost on the Martyrs, near the Havannah.

The Calais Packet, Gunston, from St. Ube's to London, was lost off Vigo, the 29th of December.

The Kilbury, M'Dougal, from Malaga to Liverpool, which was on shore at Gibraltar, is got off with loss of anchors and cables, and other damage.

The El Carmen, ——, from Cumana, was lost at Cadiz the 31st of December.

The Polly and Harriot, Knowles, from Gibraltar; and the Helena, Richards, from Elsinore, were lost at Cadiz in a gale, the 10th of December.

The St. Jean, alias Harmonia, from the Havannah; the Maria, Bunker, from New York; the Elias, Unonus, from Elsinore; the Jason, Harvey, from Newfoundland; the William and Harry, Bowden, from Virginia; the N. S. de la Guadaloupe, alias Preciosa, from the Havannah, were driven on shore at Cadiz, the 10th of December, but are expected to be got off.

The Bonavista, Martin, from Newfoundland to Poole, was lost 28th of January, near Morlaix, the Master and two of the crew saved.

The Begona, ——, bound to London, was lost at the Cape of Good Hope, the 1st of October last.

The Simon and Bella, Moll, from London to Barbadoes, was totally lost the 5th of December, on the north side of Madeira. The Captain, six passengers, and twelve of the crew drowned. The Mate and seven men saved.

The Tom, Pernien, from Philadelphia to Hambro', was totally lost on the Goodwin Sands, the 13th of February. Crew saved, and landed at Broadstairs.

The Jane, White, from London, took fire a short time after arriving in Dublin harbour, on the 11th of February, and burnt to the water's edge. The Active, Lee, from Liverpool, being alongside, was also burnt; a small part of the Active's cargo saved.

The Union, Warren, from Philadelphia to Dublin, sprung a leak near Heulopen, and was abandoned by the crew, the 25th of December.

The Orwell, Ritches, that was on shore near Yarmouth, the 9th of January, is got off and put into Yarmouth.

The Clarendon, Harrison, from Memel to Limerick, put into Stromness, the 10th of January, with damage.

The Dalrymple, Stevenson, from Quebec, for Clyde, is lost on the island of Barra, and all the crew.

The Borrowes, Demual, from Quebec to Bristol, is put into Shelburne, N. S. with damage, and must unload.

The Swedish brig Aurora; Danish brig Providentia; and an American (supposed the Two Bettys), were lost, and the Hannah of London, driven on shore at Trieste, on the 12th of January.

The Conquerant, Regnier, from Lisbon to Rouen, was lost the 4th of January, near Quillebauf. Cargo saved.

Liverpool, Feb. 16.—The Orange Grove, Payne, bound to Africa; and the America, Watson, bound to Savannah; are on shore on the Half Mile Rocks, with damage.

The Re-Union, Bond, bound to Virginia, is on shore on Pluckington Bank.

The Rachael, ——, from Cadiz, is on shore on the Parade Bank.

The Sollie, Mundell, bound to the West Indies, is returned in distress, after putting into Belfast.

The King George, Phillips, from Havannah to Liverpool, is lost on West Hoyle, near Liverpool.

The Sincerity (of Workington), from Limerick to Liverpool, that was on shore at Dunafanaghy, is got off, and the cargo landed with little damage.

The Enterprise, Shaw, from Trinidad to Savannah and Norfolk, was totally lost on the 23d of November, on the rocks near Tybee. Two of the crew drowned.

The Monticello, Newell, from the Isles of France, is on shore near Morris Island, back of Chatham, America; part of the cargo saved.

The Swedish East India Company's ship Drottingen, from Gottenburg to China, was lost on the 10th of January, about three miles from Arundahl. The crew saved, and also about 60,000 dollars. The ship and remainder of the cargo it is supposed will be totally lost.

The San Pedro d'Alcantra, ——, from Brazil to Lisbon, is lost on the coast of Portugal. Part of the cargo saved.

APPENDIX TO VOL. IX.

No. II.

A List of the Officers in the British Navy, Jan. 1803.

LIEUTENANTS *, WITH THE YEAR OF THEIR FIRST COMMISSIONS.

1744.
A. Fortye, G. H.

1747.
R. Kerr, G. H.
P. Van Court, G. H.

1757.
W. Haygarth, K. W.
G. Spearing, G. H.

1758.
C. Belfon, G. H.

1759.
Ar. Edwards, G. H.
Thomas Lawrie
John Wadman
Richard Kemp
Wm. Elletfon
Jofeph Anningfon
John Orde
Wm. Reynolds
Charles Marfhall
Tho. Edwards (1)
D. Pryce Cumby
John Tyrwhitt
Rich. Saunders
George Mouat
Nathan Gooding

1760.
J. H. Clark
Wm. Hunter, G. H.
John Okes
John Veyfey
Cuthbert Adamfon
Wm. Robertfon (1)
John Burftall
John Lowder
Robert Gillingham
Ezekiel Nafh
James Grierfon
James Hamilton
Walter Watts
Robert Carter (1)
Wm. Bell
Henry Baynes
Richard Douglas
Robert Potts
John Newton
Samuel John

1761.
John Yetts
John St. Barbe
John Payne
George Noble
James George
Charles Hunter
John Gaydon
Wm. Oakley
Jonathan Dove
George Stainforth
Edmund Padefon
Edward Down
Edmund Bower
C. Cun. Crooke
Henry Tuite

1762.
Archibald Dow
Wm. Grieve
John Burrows
Sir W. Cunningham, Bart.
Stephen Stephens
Chrift. Roberts
John Graves (1)
W. A. Brandreth
John Cartwright
James Goodwin
Richard Jago
T. Saund. Grove (1)
W. Ward (1)
John Bowen (1) K. W.
David M'Killop

1763.
C. Cartwright
Charles Kendall
John Stoddart

1764.
Stephen Parker

1765.
Robert Taynton
T. Cunningham
Arth. Clark (1)

1766.
W. Robinfon (1)

1768.
J. S. Wynell

1771.
C. L. Carne
Andrew Saunders
Wm. Bristow
Jofeph Haynes

1772.
Job Hanmer

1773.
E. Collingwood
Gabriel Bray
George Dunn

1774.
George Turnbull

1775.
John De la Touche
Gerald Gibbons
John F. I. Rochfort

1776.
John Rickman
Alex. Allen
Wm. Waddell
John Gold
John Wilby, K. W.
James Lys
Walter Jewell
Martin Digby

1777.
John Thompfon (1)
Monins Hollingbery
Thomas Hardy
Andr. Lockhart
Charles Bawden
Bowles Mitchel
Andrew Congalton
Wm. Burchell
Thomas Parke
Wm. Alfray
John Dowfon
Robert Hibbs
John Gardiner
Jofeph Price
Wm. Samwell (1)
George Morris
John Stephenfon
Jacob Adams
Wm. Meares
Henry Parke
Anthony Donadieu
W. Barker Peppen
John Witherfton
Robert Browne, (1)
G. A. M'Cleverty
T. Salmon Richards
Griffith Jones
Thomas Spry
Peter Hill

1778.
Comer Brand
Martin Lindfay
Michael Ogilvie
John Hance
A. D. Broughton
Rob. Williams
Rob. Nicolls
David Seton
Rob. Drane
Adoniah Schuyler
George Pattifon
David Miller
Fr. Edisbury Davies
Peter Kelley
John Watherfton
Paul Parry
Francis Bifhop
John Lowe
Edward Haddock
John Deacon
P. Dupuy Abbott
James Jack
John Tayfieure
Wm. Furnivall
Sampfon Michell
David Moyes
John Pierie
T. W. Fitzherbert
Alexander Auld
John Hay
H. Holland Searle
Charles Elder
Humph. Stokes
John Covey
Richard Leggatt
Daniel Sheils
James Wolfe Roberts
Robert Bafden
Andrew Ward
Thomas Crawley
Tho. Edwards (2)
Wm. Marfh

1779.
Wm. Pemberton
Mont. Blackwell
Wm. Wall
Francis Waters
Thomas Jeynes
Henry Marfh
Rd. Rofe Bradley
Phil. Hancorne
George Doyel
John Crymes
Matthew Brown
Thomas Bond
Wm. Snow
John Fife
Richard Welland
George Hire
Jofeph Murray
John Seymors
Richard Dorrill
John Stevens
John Hewett
Richard Sainthill
Thomas Crawfurd
Wm. Hawford
Thomas Miles
Anthony Jepfon
James Higginfon
M. Mackenzie
Philip Jones
Charles King (1)
Richard Coller
Robert Aitchifon
Purfer Dowers
Wm. Lanyon
John Simpfon (1)
James Rogers
Fran. Meffervy
John Tulloh
John Elliot
J. Harris Nicholas
Abraham Burdon
Noah Dalway
Robert Corner
H. Y. Darracott
John Smith (1)
John Fenton
James Somervell
J. Hallum Mounier
George Moorhead

1780.
Edw. Crouch
Wm. Cowan
Matthew Buckle
Samuel Magurk
John Norris
Nicolas Hoare
Jn. Graham Douglas
Abraham Rofe
James Bullock
Wm. Miller (1)
Ph. Helpman (1)
George Langley
John Mowbray
James Horn
John Douglas
John Like
Jofeph Crouch
Richard Colnett
N. Cæf. Corfellis
Tho. Williams (1)
John Plunket
John M'Key
Pat. Carnegie
Daniel Burgefs
Thomas Lethbridge
Wm. Stagg
James Symons
James Atkin
Lau. Dund. Bruce
Thomas Sproule
Richard Brewer
Robert Baley
Benj. Hickey
E. A. C. Burnaby
James Vofe
Alexander Home (1)
Auguftus Markett

1781.
Jacob Silver
James Gray
George L. Cole
John Waller
Stephen Norwood
John Denis De Vitre
Sir John Reid, Bart.
George Morey
John Baker
Duncan Menzies
John Holmes
George Field
Thomas Stone
Robert Ratfey (1)
Wm. Limbery
Robert Wright (1)
Tho. Pye Bennett
James Wall
Robert Arnold
Eg. Charles Morgan
Wm. Hoggan
Thomas Ward
Sir W. Hamilton, Bt.
James Bunce
Henry Smith
Richard Simmonds
David Burn
D. M'Dowall Grant
Richard Harrifon
J. Bentley Walton
J. Nevil Eaftwood
Charles Grey
Wm. Osborn
Obadiah Newell
John Dixon
John Black
Walter Scott
James Smith (1)
Theophilus Tyre
Wm. Edgar
Hay Forbes, K. W.
John Barnfley
Wm. Kent
James Carnegy
Francis Wheatley
John Carr
George Grant (1)
Rd. St. Lo. Nicholfon
Geo. Anth. Orton
Edmund Nepean

1782.
Edmund Archdall
Wm. Patey
Thomas Jennis
James Lloyd
R. Skrymfher
John Whitaker
Wm. Davey

* K. W. denote Naval Knights of Windfor. G. H. Greenwich Hofpital.

LIST OF OFFICERS IN THE BRITISH NAVY.

John Fleming (1)
Wm. Read
Sir Geo. Farmer, Bart.
Thomas Hutchifon
George Mackay
Robert Hoy
James Gonim
James Butler Norris
Robert Dobbin
John Lucas
Henry Dayrell
Wm. Anderfon
Robert Tomlinfon
Charles Seward (1)
Wm. Smith (1)
Wm. Charlton
Wm. Malone
Wm. Robinfon (2)
John Levett (1)
John Skinner
James Share
Philip Juftice
Nic. H. Holworthy
Thomas Legard
John Befly
Edward Ferritor
James Ward
Robert Lochtie
Wm. Clements
David Richardfon
Charles Skyrme
Andrew Lessly
Charles Woodger
Daniel Burdwood
Thomas Chambers
Thomas Baynes
Harry Dawe
Samuel Wickham
Wm. Mules
Owen Williams (1)
Philip Tomlinfon
Chriftopher Chriftie
Robert Jump
Wm. Caipal
Eg. Samuel Fox
Peter Smith
George Hailes
Nicholas Flatt

1783.

George Dundas
Eg. Wm. Hellard
Richard Brothers
Charles Hunt (1)
Abraham Wills
Wm. Brett
John Johnftone
T. Eyre Hinton
John Flinn
Nathaniel Allen
John Alexander
Innocent Williamfon
Charles Randle
John Williams (1)
Thomas Relph
Wm. Browne
John Servante
John Mafton
John Brand
George Paul
Peter Creed
Alex. Pearfon
George Muckle
Richard Jewers
Samuel Codd
James Marfhall
John Fox
Robert Wright (2)
Robert Percy
John Brown (1)
G. Brod. Hartwell
Philip Donovan
Wm. Alder
Jofeph Hoy
Henry Wheadon
Richard Coombes
Edward Hallum
John Walfh
Jonah Tuler
Francis Corri
James Harrifon

Richard Dechamp
John Leckie
Auftin Ternan
John Grigg
Henry Beafant
James Edward Alms

1784.

T. Maffingberd
James Loten
Edward Covey
Rich. Thomas (1)

1786.

H. Boyce
John Johnfon (1)

1787.

James Duncan

1788.

Right Hon. Lord Wm. Beauclerk
James Fegen

1789.

John Cox
Henry St. John
James Fitzpatrick

1790.

Harris Smith
Wm. Wallis
Wm. Cockcraft
Thomas Gilbert
Wm. Woodcock
Francis Skyrme
John Twifden
Nifbet Palmer
Jofeph Wood
Sir B. W. Bridges, Bart.
Richard Clark
Robert Parry
Richard Heacock
Henry Boys
Geo. Billinghurft
Geo. Sam. Harris
Edward Boys
T. P. Ackland
J. L. Smith
Thomas Hall, K. W.
Eg. John Newell
Wm. King (1)
Eg. John Butler
Rd. Manf. Philipps
Thomas Goftling
Wm. Murray
Samuel Graves
Eg. Henry Allen
Nathaniel Vaffall
Ebenezer Fifher
Wm. Lloyd (1)
Dodwell Browne
T. Dorfett Birchall
Richard Falkland
George Norton
Robert Skipfey
Wm. Nowell
Jackfon Dowfing
Robert Braithwaite
Charles Welch
Henry Laroche
James Murray
R. J. W. Toby
Wm. King (2)
James James
Pitt Bu. Green
Thomas Gwillim
Daniel Vautier
Robert Sayes
Thomas Shirley
Samuel Fleming
James Cutcliffe
Richard Power
John Hinton
George S. Wintour
Henry Rofher
Jofeph Withers
T. Fulham
John Mafon
Alexander M'Leod

Maur. Adol. Newton Stark
Wm. Rd. Wallace
John Thompfon (1)
Wm. Colmer
Stephen Skinner
Anthony Thomfon
John Hadaway
Francis Cox
Daniel Tandy
Alexander Home (2)
James Bremer
Charles Patey

1791.

T. Collis
Wm. Galton
James Cleverley
Thomas Lynne
Charles Mafon
E. Hungerford
Robert Stupart
S. Gooch

1792.

Stephen Donovan
John Howden

1793.

H. G. Morris
Wm. Ellifon
Meabron Holmes
Eg. Wm. Hennah
Robert Clephane
Wm. Compton
George Hayes
Wm. Wyke
James Johnftone
Tho. Low Robins
James Nicholls
Wm. Tatham
John Johnfon (2)
Ralph Sneyd
T. Swinn. Dyer
Auguftus Hupfman
James Reddy
Nicolas Meager
Wm. Bryan
Edward Manby
Robert Browne (2)
Thomas Oliver
Richard Cheefman
Jofeph Kent
Samuel Sawyer
Henry Power
Thomas Smithies
John Trefahar
John Smith (2)
James Morgan
Jeffery Gawen
Arthur Atchifon
John Palmer
Wm. Shepheard
Edward Davies
James Scott
Jof. Sal. Morlencourt
John Gourly
James Owen Lucas
Wm. Rogers
Thos. Gibbon Shaw
Eg. John Macreadie
Ar. Clark (2)
Eg. C. Hewitt
Francis Temple
Wm. Coham
Degory King
J. W. Waterhoufe
G. Js. Decœurdoux
Wm. B. Hunt
Jn. Millege Seppings
Clement Sneyd
George Forbes
Thomas Owen
James Gifford
Hector M'Lean
Wm. Hughes
Richard Kevern
James Pengelly
Wm. Gatehoufe
Wm. Pryce Cumby
John Wyat Atkins
Alex. Shippard

Wm. Lyall
P. Ryd. Minfter
Hugh Cook
Wm. Mercer
Wm. Butterworth
Wm. Coet
Wm. Ruffell
Jofeph Bromwich
James Retalick
John Warren
Henry Stanley
John Platt
Sir Wm. Warden Shirley, Bart.
George Bufh
George Higgs
Wm. Bellew
John Batt
Jn. Arundel Hodgfkin
David Cree
John M'Donald
John Clayfon
Thomas Mayris
J. B. Bogue
James Rains
Jn. Bell Connolly
Valens Comyn
David Smith
John Simpfon (2)
Jofeph Prieft
Jonathan Chriftian
John Kay
Wm. Troth
Thomas Pamp
George Johnfton
Grant Allan
P. J. E. Browne
Benjamin Denman

1794.

Digby Willoughby
Wm. Nazer
Richard M'Killop
C. Js. D'Auvergne
Charles Pickford
James Watfon (1)
James Tillard
Samuel Pettet
Jo. Hen. Wilfon
John Guyon
J. Hindes Sparkes
Richard Smith (1)
John Harper
Henry Rice
George Steele (1)
Charles Forth Wintour
John Lawrence (1)
J. George Cock
T. W. Rede
M. W. Suckling
John Cleland
Henry Lynne
Auftin Biffell
Smith Holmes
Francis Gybbon
Thomas Graves
John Kiell
Wm. Wells
Henry Raye
Abraham Goffett
Alexander Charles
Jeremiah Seaver
Jofeph Tokely
J. W. Skinner
Charles C. Ormsby
John Harris
Eg. John Whifton
Nicolas Wray
Dan. Hamline
Charles Burlton
John Lundin
Adam Averell
Edward Browne
Wm. Love
John Smith (3)
John Forfar
Gard. Hen. Guion
T. B. Young
George Peek
John Bruce
George Steele (2)

John Prickett
Pat. Manderfon
Edward Clayfon
Jn. R. Lapenottere
Mayfon Wright
Wm. Sharp
Edward Harries
Wm. Shippard
Timothy Bird
Francis Sargent
Harry Weir
Wm. Tapp
Eg. Nath. Belchier
Tho. Griffith Allen
John Maples
George Smith
Booty Harvey
James Woodbridge
George Mowbray
Henry Rowed
Thomas Elkington
Alex. Keeler
Thomas Spence
John Walker (1)
Eg. John Ireland
G. Allen Spencer
John Bevan
Arthur Pulling
Ed. Reynolds Sibley
J. Houlton Marfhall
Daniel Ivie
Wm. Trefcott
G. Reynolds
Geo. Lempriere
Sam. P. Leavey
James Thomas
Wm. Biffell
Charles Touzeau
Mofes Cannadey
Wm. Taylor
John Smith (4)
Edmund Rayner
Eg. H. F. Woodman
Eg. H. Tem Marfdin
Robert Katfey (2)
Charles Napier
John Baffett
Fr. C. Annefley
John Le Gros
Geo. N. Tremlett
James Oades Lys
John Cook Carpenter
H. Richardfon
James Meres
James Wood
Charles Richardfon
A. Thos. Gregory
James Morley
Richard Seymour
David Spence
James Mein
Benjamin Morgan
John Watfon
John Maver
James Dickinfon
Thomas Muir (1)
John Rawe Mould
Wm. Lennett
Charles Clyde
Js. Edw. Eaftman
George Wilfon
Samuel Thomas
John Derry
Robert Yarker
James Dalgleifh
Wm. Heard
John Scott
James Bennett
Samuel Fowell
Thomas Sandsbury
Eg. R. Aug. Read
David Williams (1)
Wm. N. Tonge
John Bedford
Eg. Wm. Pringle
B. I. Ant. Bromwich
Jofeph Hellard
R. Coggan
Wm. Hepenftall
Wm. Loane
Wm. Young
Thomas Deafons

LIST OF OFFICERS IN THE BRITISH NAVY.

James Molineux
Eg. John Browne
Hans Sto. Elſmere
Robert Pettet
Paul H. Vaillant
Tho. Bur. Fellowes
R. E. Chapman
John Fennell
Henry Lloyd
J. Henry St. John Page
George Acklom
Thomas Thompſon
Ulyſſes Hughes
Alex. Cunningham
Rand. M'Donnell
James Milne
Thomas Browne
George Falconer
Frederick Hickey
Richard Fraſer
James Wharam
Thomas Vivion
John Henry Holmes
Abraham Lowe
Edward Moore
Harry Hopkins
Geo. Aug. Hire
Wm. Trollope
Thomas Boys
Richard Glynn
John Alliſon
And. Jam. Thomſon
John Joyce (1)

1795.

J. A. Gardner
James Baird
Wm. Heppell
Thomas Fitzgerald
Wm. M'Carthy
George Marriott
Charles Js. Johnſton
Thomas Pierce
James Caulfield
Charles Johnſton
Vincent Webb
Charles Cameron
James Smith (2)
Philip Webber
James Richards
James Nicholſon
Wm. Godfrey
Edward Roberts (1)
John Pitfold
Peter Heywood
Benjamin Leigh
Eg. Edmund Boger
Edward Clarributt
John Curtis
George Hewſon
Wm. Samwell (2)
Titus Allardyce
Walter Boſwell
James Allen (1)
Js. Verch. Hutchinſon
P. Chas. Anſtruther
John Roberts (1)
R. G. Leaver
Wm. White
Tho. Bick. A. Hicks
Edward Ratſey
Eg. Wm. Renwick
Wm. Lane
Wm. Roſſon
James John Duffy
Nath. Tho. France
Thomas Wilkins
Edward Ottley
James Montagu
Charles Brome
Edw. Hawke Croſbe
Geo. Gus. Lennock
Rt. Wallace Dunlop
Steph. Manderſon
John Lovell
Robert Fricker
Eg. Wm. Notter
John Rowe Morris
Wm. Berry
Tho. Sp. Olmer
T. P. Cardineaux

James Stewart
Wm. Perkins (1)
Samuel Norman
Rob. Boyle Croſbe
Gilbert Brice
Francis Fraſer
John Cramer (1)
John Doneclift
John Worrall
John Hotchkis
John Stokes
Thomas England
Wm. Chivers
Hon. Hen. Turnour
David Valentine
John Maffin
Wm. Colvill
Thomas Wells
Daniel Gilſon
James Daly
David Roſs
Thomas Darracott
Wm. Todman
Wm. Mallet
John Paſco
Joſeph Thompſon
Wm. Needham
Benjamin Rogers
Wm. John Shaw
Eg. Wm. Mounier
John Price (1)
Eg. Francis Stanfell
Mat. Bowles Alt
Thomas Stansbury
John Eades Baker
Joſeph Griffiths
John Gore
Joſeph Clark
Matthew Connolly
James Lee
G. M. Higginſon
John Plaine
T. M. Holmes
John Derby
Arth. Maxwell
James Manderſon
R. W. Simmonds
Solomon King
Daniel Pope
Chriſtopher Spencer
John Eveleigh
John Stoyle
Richard Horſley
W. M. Courtney
John Kelley
Stephen Marſh
James Hunt
Richard Loud
S. M. Holliday
C. P. Turner
Wm. Dick
H. F. Nowell
Philip Carteret
Hector Craig
Wm. Payne
Wm. Fowell
Richard Cole
Adam Fortune
John Williams (2)
John Gray
Matthew Graham
Eg. Geo. Lawrence
Wm. Tindall
Lawrence Gwynne
Gregory Grant
Benjamin Smith
Thos. Heddington
E. C. Harris
J. W. Scott
Wm. H. Byam
K. M'Kenzie
Thomas Collins
Thomas Harriſon
Michael Wrayford
T. Humphris
A. B. Hills
George Fennel
John Ellis (1)
Richard Maundrell
Alexander Gilmour
Henry Jolliffe
Samuel Grove

John Sheriff
James Rob. Phillips
Eg. Chs. Hemſtead
John Walker (2)
James Harley
Eg. Richard Mitchell
Arthur Stapledon
Wm. Featherſtone
John Kenan
Joſ. Swab. Tetley
Wm. Webb (1)
Robert Dunham

1796.

Wm. Styles
James Menzies
Eg. John Dennis Huſſey
Chriſtopher Paule
Edm. Wallington
Wm. Hird
Guſtavus J. Spicker
F. Roſkruge
T. C. Butler
B. Fellowes
Samuel Roſcow
Robert Benj. Young
Wm. Naſh
Wm. Gibbons
Charles King (2)
John Thompſon (2)
Wm. Field
Wm. Parſons
Richard Brock
John Dutch
Wm. Warden (1)
Samuel Williams
John Lambe
John St. Aubyn
Wm. Edwards
Edward Stephens
Alex. M'Kenzie
John Lake
Geo. Ravenſcraft
Charles Turner
John Drew
Robert Yetts
James Hugh Talbot
Wm. Voſper
Benjamin Wilkinſon
James Murphy
Eg. Pringle Stoddart
John Goud
A. B. Meheux
Eg. Wm. Lee
Iſaac Strutt
Francis Richardſon
Wm. Oxborough
John Lambrick
John C. Field
George Halſted
Wm. Landleſs
H. F. Jauncey
John S. Gibſon
D. Stevens
Edmund Denman
Wm. Aſkew
H. T. Hardacre
W. Harrington
Wm. J. Symonds
Wm. M'Leod
Arch. Walſh
Theoph. Salwey
Richard Young
Andrew Cheap
Tho. Maynard
Eg. T. F. Kennedy
Henry Montreſor
John Codd
Wm. Dunbar
Robert Forbes
G. V. Croſbe
Colin Campbell
Edward Hawker
And. Lapilie
John Sykes
W. R. Bamber
Thomas Cowper Sherwin
Walter Jameſon
Wm. Hervey
Geo. Ravenſhaw

Wm. Shaw
Eg. Edw. W. Hoare
B. S. Moxey
John Linton
John Leach
James Cole
John Levett (2)
George Fiſher
Edward Williams
J. B. Mant
John Wood
Robert Balfour
John Sowerby
C. J. Niven
James M'Arthur
John Debenham
Henry Batt
James Roſe
James Summers
Robert Pigot
Joſeph Packwood
Henry W. Pearſe
Wm. Biggs
Swift Perry
Wm. Roſs
Edw. J. Cavell
Thomas Church
Edward Harley
Murr. Maxwell
David Chambers
A. Garthſhore
Sam. J. Hall
Wm. Garrett
Ed. Eliot
Francis Beauman
T. S. Grove (2)
John Ward
G. Blennerhaſſett
Wm. Prior
John Wilſon
Wm. Le Meſurier
Robert Mears
Thomas M'Culloch
James Ayſcough
Sam. Jeaffreſon
John Jekyll
Wm. B. Paſcoe
Wm. Heritage
George Bell (1)
Richard Templar
Wm. Stewart (1)
Wm. Archbold
Thomas Leigh
T. Wilks
George Trollope
George Hoad
Benjamin Criſpin
S. Pedrieau
Adam Bowie
Robert Filch
Thomas Salisbury
Thomas Stamp
Chs. Fred. Napier
Juſtice Finley
Wm. Minchin
Alex Gordon
Edward Hodge
F. Moore Maurice
Roger Evans
Geo. Steph. Ley
Henry Davis
Eyles Mounſher
Robert John Hibbs
Alexander Sinclair
Richard Wm. Clarke

1797.

Edward Garret
John Sibrell
Jn. B. Balderſton
Eg. Harry Giffard
John M. Adye
Eg. Charles Dilkes
George Pace
Joſh. L. Rowe
Wm. H. Douglas
Eg. John Chieſe
Robert Lloyd
Richard Thomas (1)
J. B. Harriſon
Charles Elſmere
Geo. Le Geyt

S. C. Faulkner
John Croft
Richard Whitehead
Samuel Cuming
Wm. Richardſon
Donald Fernandes
Thomas Ratſey
John Quich
Daniel Kirk
Fs. Cadbey Roberts
Henry Hawes
J. L. Yeo
C. Williams
F. Wm. Burgoyne
John Yule
Chs. Tovey Leaver
Charles Thompſon
Edward Libby
John Campbell (1)
Wm. Elletſon King
Eg. Tho. Withers
Eg. Lewis Davis
T. P. Perkins
John Marſhall (1)
Thomas Dunlop
G. James Syfrett
J. W. Maurice
H. Nightingale
Charles Gill
John Reed
Edw. Roberts (2)
And. Morton
J. C. Cowan
Wm. Pardoe
Jeff. Moulding
Wm. Raven
Thomas Clapham
Percy Dove
Wm. Adams
Henry Squire
Thomas Innes
Wm. Miller (2)
Wm. H. Dillon
John Stockham
John Davies
John Ellis (2)
Henry Ayres
Benj. Beaufoy
Wm. Alner
George Timins
R. B. Cooban
R. H. Hexter
James Norman
John Wallace
Richard Galway
Robert Hearle
Hon. M. De Courcy
Wm. Buſh
Edward Shrapnel
Harding Shaw
Wm. Stewart (2)
John T. Braddell
Nic. Tucker
Thomas Swinburne
John Riboleau
Corn. Collett
Robert Houlton
John Rains
John B. Pettet
James Anderſon (1)
Wm. Beard
Edm. Waller
Wm. King (3)
George Barnard
Owen Williams (2)
Delamore Wynter
Francis M'Lean
Wm. De Buſk
James Wallis
John Fairweather
James Oliver
Henry Devonſhire
Robert Hockings
Edward Hall
Wm. Fitzw. Owen
John Patey
Wm. Bowden
Robert Pearce
Eg. J. M. Mudge
John Clavell
Tho. Simpſon (1)
H. G. Miller

LIST OF OFFICERS IN THE BRITISH NAVY.

John Rogers
John Tailour
C. G. Warren
James C. Murray
Tho. L. Prefcott
John Mudge
Thomas Ufher
George Keenor
Wm. Peake
H. Cudlipp
Samuel Cock
John Lurchen
Richard Bourne
Charles Coles
George Cumyns
John Mowat
And. King
Wm. Wickham
Tho. John Folds
David Anderfon
Chs. Louis Chaffaing
Wm. Johnfon
Richard Kelly
John Mara
James Stuart
George Brown
John Dorfett
Wm. Friffell
Eg. W. B. Dolling
Edward Dix
Robert Berry
Wm. Shrewsbury
Richard Button
Wm. Silver
Richard Couch
Montague Kelly
John Furney
John Thornton (2)
Francis Dickinfon
Wm. Holman
Hyde John Clark
John Evans
Wm. Cafe
J. G. M. M'Killop
James Mould
Eg. Robert Hughes
Eg. Alexander Rofe
N. B. Clements
George Warffe
J. A. Bow
Thomas Pepwell
Thomas Lemage
James G. Commine
Charles D. Williams
Jacques Dalby
John Copinger
Henry H. Spence
Robert Young
Henry Wildey
J. E. Fraud
James Fuller (1)
Wm. Eum. Drake
Wm. Bone
Thomas Renwick
James Leach
John Dawes
Edmund Beatley
Wm. Leydon
Jofeph Whitly
Charles John Auften
Jofhua Treacy
Charles Bennet
Allo. F. Wettropp
Peter Defpourrins

1798.

Richard Pridham
Benj. Simpfon
Donald Campbell
Stephen H. Dods
James Allen (2)
Eg. George Hillier
Archibald M'Neil
P. C. Hanafield
Thomas Methven
Gerrard Fleetwood
George B. Vine
Jofeph Coxwell
James Wilfon

Peter Samwell
Fred. Nugent
John Rofs
George Baker
Dan. Carpenter
R. W. Parker
David Liddle
Wm. Smith (2)
Michael Durham
John Jeans
George Rutherford
Eg. James Douglas
Jofeph White
John M'Leod
Jacob Lawrence
Wm. Long
John Graves (2)
G. U. Countess
James Wallace
Hon. R. S. Hamilton
John Cochrane
James Kane
Robert Cameron
H. F. Y. Pogfon
Don M'Dougall
W. Wilkinfon
John Smith (5)
Wm. Sanders
James Noyce
Edward Barker (1)
James Hewit
George Taylor
George Plowman
John Worth
James M'Rabie
John Simpfon (3)
John Fairbairn
Robert Ruffell
John Ruffell
James Stephenfon
Thomas Douglas
Robert Scallon
Eg. Alex. Lighternef.
James Batran
James Lilburne
Wm. Kelly (1)
Stephen Liddle
Lewis Hole
David Wright
John Gedge
Thomas Sharp
George Hills
Charles Hunt (2)
David Keys
Wm. Knight (1)
Wm. Watfon
John Weftcott
G. T. Wingate
Randell Carey
Eg. Wm. Scott
Timothy Clinch
James Clarke
Edw. F. Thomas
R. B. Bell
P. Dumarefque
C. Stewart
John Shaw
A. M'Vicar
Wm. Tucker
Daniel Miller
Eg. J. F. Kelly
W. H. Drury
John Quilliam
E. N. Greenfword
H. W. Barrete
G. Wood
C. T. Jones
W. May
Hugh Tredwin
Corbet Goffelin
W. W. Daniell
John Fitzgerald
John Barwick
John Edwards
W. H. Dobbie
Wm. Dredge
T. J. Dobfon
Eg. W. Coltman
Eg. P. Procter

Wm. Hicks (1)
Robert Simpfon
W. Robertfon (2)
Francis Banks
James Banks
Jofeph Cochran
J. J. Rorie
Eg. W.H. Whorwood
George Skottowe
W. Glanvill
J. Weeks
Jofeph Blyth
Wm. Somerville
Robert Turner
John Fullarton
Lewis Blaquiere
Eg. Geo. Campion
Eg. J. F. Wharton
E. A. Down

1799.

Thomas Burton
Wm. Price
John Taylor
Thomas Conftable
Thomas Thomas
Henry Lowcay
Dav. Williams (2)
Robert Ramfay
John Norton
John Morrell
John Trelawny
Alex. Lindfay
Charles Malcolm
Eg. Charles Cumby
John Bray
John Higgs
Wm. Hunt
John Putland
Wm Chefter
Charles Champion
Tho. Wm. Birchall
Dan. Little Conch
Geo. Bennett Allen
James Aberdour
Henry Baugh
G. W. H. Knight
Eg. Charles Harford
Fell Benamor
John Tancock
Thomas Dick
George Ninis
Wm. Ramage
Thomas Sykes
Henry James Lyford
James Creighton
Peter Hafty
Thomas Bright
Henry Ambrofs
Charles Knighton
Mark Robinf. Lucas
Edward Giles
Jofeph Marrett
James Hodgfon
Colin Milne
Molyneux Shuldham
Wm. Dean
Thomas Manfell
Charles Fred. Payne
James Crawley
John Seager
Abel Ferries
Wm. Kelly (2)
Eg. John Brumhall
Robert Giles
Nisbet Glen
Abel Hawkins
John Shepherd
Wm. Ifaac Scott
Thomas Foulerton
Eg. Francis Haftings
Eg. Jofeph Oliver
Daniel Rofs
John Bellamy
Edward Tucker
John Mackie
D. Aikm. Dickfon
Thomas Steventon
Wm. Norman

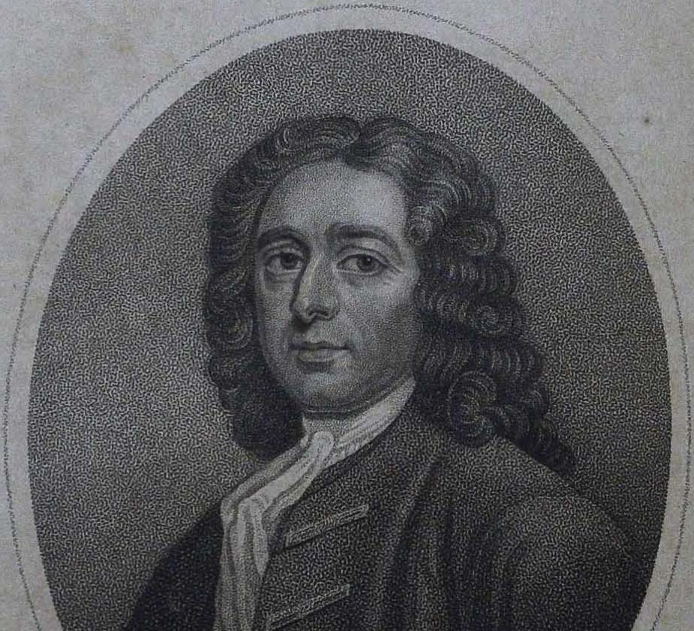
Thomas Southey
Andrew Hardy
Robert Julyan
R. Longfield Davies
Tho. Roger Ridge
Charles Allen
Henry Kennett
Wm. Gilchrift
John Lawrence (2)
Hew Steuart
David Johnfton
Eg. John C. Cole
John Bardon Collins
John Davis
Duncan Louttred
Eg. George Glanvill
Richard Wales
Eg. Wm. Robilliard
Eg. Matt. Lovell
John Mackenzie
Thomas Nesbitt
James Black
Wm. Hannan
Wm. Geo. Maude
Eg. James Galloway
Nathaniel Swan
Wm. Henderfon
John Couch
Philip Soley
J. E. Hodge
Rich. Crawford
J. R. Bindon
Wm. Perkins (2)
Samuel Thomas Deferet
John Petley
Wm. Hext
James Llewin Lloyd
Jofeph Dewfnap
Wm. James
Wm. Lewis
Philip Helpman (2)
James Campbell
Wm. Robert Smith
Wm. Davis (1)
Edward Southcott
James Souton
George Stone
Philip Richardfon
R. Carthw. Reynolds
Daniel Shewen
Thomas Groube
John Thomas
John Roberts (2)
Eg. C.S.J. Hawtayne
Wm. Knight (2)
E. K. C. Bacon
Jeremiah Skelton
Thomas Graham
Samuel Ballan
Geo. Lewis Kerr
Bentk Cav. Doyle
Thomas Cookes
Hon. Edw. Rodney
Allan Stewart
Richard Wm. Jenny
C. Chamber. Irvine
Rice Morgan
James Valobra
Wm. Avery (1)
Wm. Evelyn
Wm. Hodge
Benjamin Wen
Benjamin Symes
Eg. Robert Lifle Coulfon
Wm. Napier
John Coode
Fred. Bedford
John Langdon
H. Garnet Gilbert
Tho. Whinyates
Thomas Confitt
Wm. Swiney
Hen. Smith Wilfon
Daniel Weld
Charles Claridge
John Frazier
Alex. Auft. Forreft

John Myers Greer
Wm Cady Fromow
Aug. Vere Drury
John Childs
W. Sandford Oliver
Eg. Geo. Thomas
Wm. Haydon
Geo. Adam Rofs
David Barron
Thomas Lane
Eg. James Green
Dav. O'Brien Cafey
Wm. Mather
Wm. Farrington
Fred. Hoffman
Anthony Hunt
C. Sheldon Timins
Caleb Infield
Wm. Sargent
Edward Lyon
Jof. Simmonds
Robert Louthian
Eg. John Head
Nicolas Bell
Frederick Ramfey
Robert Trotter
Jofeph Lewis
Eg. Wm. Milne
Edward Moriarty
Jofeph Pearce
George Porter
Sam. Burgefs
George Roach
Wm. Atkins
Thomas White
Wm. Ifaac Pearce
Eg. Wm. M'Kenzie
Thomas King
Eg. Richard Cox
James Edw. Smith
Charles Patriarch
Charles Pelly
Wm. Buckmafter
George George
Joel Orchard
Wm. Jones
Wm. Cullis
Thomas Parfons
Edw. P. Tregurtha
Wm. Hen. Smith
Young Appleby
Eg. Hugh Cameron
A. L. R. Collins
Eg. Cs. Mackenzie
Jofeph Nourfe
Hugh Pearson
Brian Hodgfon
Eg. George Jackfon
Eg. John Cookefley
Eg. Edwin James
Robert Shed
John Page
Michael Adams
H. Potter Malpafs
John Julian
Wm. Carnegie
And. Cunningham

1800.

H. T. Shewen
Jofeph B. Batt
Wm. Ward (2)
James Brown
Conway Shipley
Edward Morris
John Nugent
Eg. And. Hodge
Hon. James Rollo
Henderfon Bain
Wm. Warden (2)
John Heflop
Hood H. Chriftian
R. Spear
Wm. Bothwell
Ebenezer Geale
Thomas Jones
Robert Wood
Eg. W. H. Mulcafter
James Grant

[*To be continued.*]



Ridley sc.

EDWARD VERNON ESQ.R

Admiral of the White Squadron

VERNON SEMPER VIRET

Pub. by J. Gold 103 Shoe Lane Mar. 31. 1803

BIOGRAPHICAL MEMOIRS OF

THE LATE EDWARD VERNON, Esq.

ADMIRAL OF THE WHITE SQUADRON.

Sex solis cum navibus et viris paucioribus,
Ilii vastavit urbem, et desolavit compita.

With six ships only and a slender train,
He left the town a wide deserted plain.

THE subject of our present Memoir was the descendant of an ancient family, which had settled in England at the time of the Norman conquest, and obtained landed possessions of considerable extent. Some of his ancestors enjoyed the honours of the Peerage, and the name of Vernon frequently appears with approbation in the annals of English history. Our hero was born at Westminster on the 12th of November 1684. His father, who was Secretary of State to King William and Queen Mary, gave him a good education, intending to qualify him for some civil employment; but the youth was desirous of entering into the sea service, to which his father at last consented; and he pursued with surprising application and success, those studies which were connected with his intended line of profession. His first expedition at sea was under Vice-Admiral Hopson, when the French fleet and Spanish galleons were destroyed at Vigo. In 1702 he served in an expedition to the West Indies under Commodore Walker; and, in 1704, on board the fleet commanded by Sir George Rooke, which convoyed the King of Spain to Lisbon, on which occasion Mr. Vernon had the honour to receive a valuable ring and a hundred guineas from that Monarch's own hand. He was also at the battle off Malaga, on the 13th of August, the same year.

Having passed through the subordinate stations of the service necessary to qualify him for the rank of Post Captain, on the 22d of January 1706 he was appointed to the command of the Dolphin frigate. In this vessel he was employed on the Mediterranean station under Sir John

Leake, who soon afterwards appointed him to the Rye, and sent him to England in the month of August following, with news of the surrender of Alicant. He returned back to the Mediterranean in the same ship, and continued there till the end of the year 1707, under the command of Sir Cloudesley Shovel, but without distinguishing himself in any way so as to be noticed by those who have written on naval history.

In the early part of the year 1708 Captain Vernon was appointed to the Jersey, of 48 guns, and sailed for the West Indies, in the month of May, in company with a reinforcement for the squadron under Sir Charles Wager, who then commanded on that station. On his arrival at Jamaica, the Jersey was employed in cruising against the enemy, and Captain Vernon's success was highly honourable to his vigilance and activity. He continued to command the Jersey, and remained in the West Indies till nearly the end of the war. In the month of May 1711, cruising to windward of Jamaica, he captured a French ship, belonging to the port of Brest, which carried thirty guns and 120 men; and during the remainder of the summer the Jersey composed one of the squadron under Commodore Littleton, which was employed in watching the movements of the enemy at Carthagena.

The Peace of Utrecht, which happened soon after this period, and gave almost thirty years of repose to Europe, after the tranquillity of half the nations of the civilized world had been, for nearly an equal period, disturbed by the profligate ambition of Louis the Fourteenth, placed our hero for the greater part of that time in the obscurity of a private situation, so that his biographer has little to record of him, but a few inconsequential appointments, which serve for no other purpose than to shew the estimation in which his professional abilities and experience were held. In the year 1714 Captain Vernon commanded the Assistance, of 50 guns, one of the fleet sent to the Baltic under Sir John Norris, to assist the Russians against the Swedes; and in

1726 he commanded the Grafton, of 70 guns, one of the armament under Sir Charles Wager, sent to the same quarter, to preserve the peace of the Northern States of Europe.

On the accession of King George II. in 1727, Captain Vernon was chosen Member of Parliament for the borough of Penryn in Cornwall, and soon distinguished himself by his opposition to the pacific administration of Sir Robert Walpole. It has been asserted by some writers, that the happiest æra of the ancient world was from the battle of Actium to the death of Augustus; and in modern times, the same honourable distinction has been awarded to the period when Sir Robert Walpole conducted the affairs of Great Britain. The general effects of his administration were fortunate for the interests of humanity; and during the greater part of the time that he held the reins of power, France was governed by a Minister of a similar disposition; but the measures of Sir Robert Walpole's administration, however excellent in their consequences, and after a lapse of so many years, that we can weigh them without being influenced in our judgment by the passions, politics, or interest, of the day, we must pronounce them as some of the soundest efforts of enlightened policy which human ingenuity has ever contrived, were strenuously opposed by men of great political talents and unbounded powers of oratory. But the opposition of Pulteney, Bolingbroke, and their party, great as the talents of the leaders were, was little more than a struggle for the emoluments of office, exasperated by feelings of personal animosity; while the opposition of Vernon and Shippen, proceeding from very different causes, flowed on both sides from the most honest and disinterested motives, and was invariably directed against the Minister, and not against the man.

As a Speaker in the House of Commons, Captain Vernon was one of Sir Robert Walpole's most formidable opponents; he had no pretensions, indeed, to what is usually called eloquence, nor much arrangement in his arguments,

but he possessed a sufficient command of words, and delivered his opinions with generous warmth and manly freedom. The honour of England he thought endangered by the pacific counsels of Sir Robert Walpole, and his opposition was not that of a man educated at the bar or in the senate, of one whose words were uttered according to the scientific rules of disputation, and who with equal facility could espouse either side of a question, but originated in the unbiassed decisions of his own mind. His opinion, which was always forcibly delivered, invariably flowed from a persuasion in his own breast of its rectitude; and this conviction, which was perhaps most apparent when his judgment erred, as at such times it assumed a more prominent shape, wrought more on his hearers, than axioms more true, uttered by tongues more eloquent, could have done. Though a warm, and sometimes a diffuse, orator, his meaning was always obvious; he never bewildered the House with metaphysical sophistries, nor descended to hide his meaning by dubious or obscure allusions. He, perhaps, spoke too often for his reputation as a parliamentary debater; for on occasions where neither experience lent her aid, nor the pursuits of his life had been favourable to the acquisition of such kind of knowledge, he appeared in the foremost ranks of opposition. This does not derogate from his character: what man of moderate intellect, in the inferior walks of life, does not think himself capable of adding something to the knowledge of those whose lives have been spent in the acquisition of a particular science? Captain Vernon possessed in an eminent degree the virtue of frankness, and constantly expressed his sentiments without reserve. Such a character must necessarily have had great weight in a British House of Commons: there are some outlines yet which want to be traced. Though a copious speaker, and one who rarely wanted words on a debate, he never seemed on any subject to have exhausted all that his mind could furnish towards its elucidation; but having said much, and apparently all that could be advanced, he

seemed to possess a fund of information superior still to what he had displayed. In debate he was hasty and impetuous, from a constitutional violence of temper, and often let fall unguarded expressions, which in his cooler moments he probably would have been glad to retract. The expedition against Porto Bello is supposed to have originated in some hasty expressions uttered by Captain Vernon, in the debates relative to the aggressions of the Spanish *guarda costas* in the American seas; reproaching Administration with the inactivity of their measures, he pledged himself that he would reduce the town of Porto Bello with a force not exceeding six ships of the line, and the Minister accepted his offer, probably glad of an opportunity to remove so troublesome an opponent from the House of Commons, and not without a secret wish that the Admiral might disgrace himself and his party, by failing to execute what he boasted he could achieve.

On the 9th of July 1739 he was advanced to the rank of Vice-Admiral of the Blue, and appointed Commander in Chief of all his Majesty's ships in the West Indies. The force he had required being collected, he hoisted his flag on board the Burford, of 70 guns, and sailed with his fleet for Jamaica, where he arrived on the 23d of October. Having refitted his squadron with the utmost diligence, the Admiral was enabled to sail from Port Royal on the 5th of November, with the following ships under his command:—

Ships.	Guns.	Commanders.
Burford, - -	70	Vice-Admiral Vernon, Captain T. Watson,
Hampton Court, -	70	Commodore Brown, Captain Dent,
Norwich, - -	50	——— Robert Herbert,
Worcester, -	60	——— Perry Mayne,
Stafford, - -	60	——— T. Trevor,
Princess Louisa, -	60	——— T. Waterhouse,
Sheerness frigate.		

On the 7th, the squadron being at sea, the Admiral delivered his orders to the Commodore and Captain, appointing the following dispositions for the attack:—

Upon making the land of Porto Bello, and having a fair wind to favour them, and day-light for the attempt, to have their ships clear in all respects for immediate service; and on the proper signal, to form themselves into a line of battle, as directed; and being formed, to follow in the same order of battle to the attack, in the manner hereafter directed. And as the north shore of the harbour of Porto Bello is represented to the Admiral to be a bold steep shore, on which, at the first entrance, stands *Castle de Ferro*, or *Iron Castle* *, Commodore Brown, and the ships that follow him, are directed to pass the said fort within less than a cable's length distance, giving the enemy, as they pass, as warm a fire as possible, both from great guns and musketry; then Commodore Brown is to steer away for the Gloria Castle, and anchor as near as he can to the eastermost part of it, for battering down all the defences of it; but so as to leave room for Captain Mayne, in the Worcester, to anchor astern of him against the westermost bastion, and to do the same there, and to follow such orders as the Commodore may think proper to give him for attacking the said castle. Captain Herbert, in the Norwich, after giving his fire at the Iron Castle, was to push on for the castle of St. Jeronimo, lying to the eastward of the town, and to anchor as near it as he possibly could, and batter it down: and Captain Trevor, in the Stafford, following the Admiral, to come to an anchor abreast of the eastermost part of the Iron Castle, so as to leave room for Captain Waterhouse, in the Princess Louisa, to anchor astern of him, for battering the westermost part of the castle, and continue there until the service is completed, and make themselves masters of it; the youngest Officers to follow the further orders of the elder in the further prosecution of the attack; and if the weather was favourable for it on their going in, each ship, besides having its long-boat towing astern, to have its barge alongside to tow the long-boats away, with such part of the soldiers as could conveniently go in them, and to come under the Admiral's stern, for his directing a descent with them where he should find it most proper to order it. From the men's

* Castle de Ferro, or Iron Castle, was built on a steep rock, at the N. E. point of the bay, and Gloria Castle on the opposite side, on an ascent, a little nearer the town; which, with fort St. Jeronimo, were built by the King of Spain, on account of its importance in trade, after Sir Henry Morgan's expedition in 1668.

inexperience in service, it would be necessary to be as cautious as possible to prevent hurry and confusion, and a fruitless waste of powder and shot; the Captains to give the strictest orders to their respective Officers to take the greatest care that no gun was fired but what they, or those they particularly appointed, first saw levelled, and directed the firing of; and that they should strictly prohibit all their men from hallooing and making irregular noise, that would only serve to throw them into confusion, till such time as the service was performed, and when they had nothing to do but glory in the victory. Such of the ships as had mortars and cohorns on board are ordered to use them in the attack.

On the 20th of November the squadron came in sight of Porto Bello *, and there being little wind, the Admiral, lest he should be driven to the eastward of the harbour, made the signal to anchor, about six leagues from the shore. The next morning the Admiral plyed to windward in line of battle; but the wind proving easterly, he was obliged to confine his attack to the Iron Castle only. The Hampton Court, in the van, attacked it with great fury, and was soon seconded by the Norwich and Worcester. The Admiral coming up soon after, together with these ships, kept up so severe a fire on the enemy, that the Spaniards deserted their batteries, and fled for security to their ambuscades. This being perceived by the Admiral, he made the signal for landing, which was so promptly executed, that in a few minutes the seamen and troops were safely landed, in the

* Porto Bello is a town lying on the north side of the isthmus of Darien, which, running in a manner from east to west between the North and South Seas, joins the two vast continents of North and South America. It lies at the bottom of a bay, about a mile deep, and half a mile broad at the entrance. There is a good harbour, about 500 houses, a treasury, a custom-house, and an exchange. It is famous for its fairs, being the principal mart of Spain in America; for the wealth of Peru and manufactures of Europe annually circulate here. The Spanish galleons discharge their cargoes, and take in the treasure that is brought from Carthagena, Panama, Lima, &c. It was taken by the ever-memorable Sir Francis Drake, in the reign of Queen Elizabeth, and by Sir Henry Morgan in 1668. But the brave Admiral Hosier in 1733, by some fatallity lay before it till he lost more men by disease, in one day, than were lost on this occasion at the capture of it. There died of his fleet, besides the Admiral himself, two other Admirals, thirteen Captains, above forty Lieutenants, and near 4000 common seamen.

front of the enemy's lower battery, with the loss of only two soldiers. As a substitute for scaling ladders, one man set himself close to the wall under an embrasure, whilst another climbed upon his shoulders, and entered under the mouth of a great gun, so that in a very few minutes they were masters of the platform, struck the Spanish flag, and hoisted British colours. The Spaniards in the castle, struck with consternation at the boldness of the assailants, hung out the white flag, and surrendered at discretion. The next day the castles of St. Jeronimo and Gloria capitulated on the following terms:—

1. That the garrison have leave to march out with military honours, and be allowed two cannon mounted, with ten charges of powder, and match lighted.

2. That till the time of evacuation they shall not be molested, and may carry with them necessary provisions and ammunition, and be allowed a guard.

3. That all the vessels in the harbour *, with their apparel and arms, be delivered up for his Britannick Majesty's use, allowing the Officers and crew leave to retire.

4. That the British troops be put in possession of Gloria Castle and Eort St. Jeronimo by four o'clock in the evening.

5. That these conditions being performed, the clergy, churches, and inhabitants, shall be preserved in all their privileges and immunities.

6. That all the prisoners taken from the Spaniards be set at liberty before the Admiral's departure.

The loss sustained by the squadron in killed and wounded, did not exceed twenty men, of which three were killed and five wounded on board the Admiral's ship. The intelligence of this important conquest, effected with such unprecedented ease and expedition, was received in England with the liveliest emotions of joy. Both Houses of Parliament voted their thanks to Admiral Vernon, and the city of London presented him with the freedom of it in a gold box. The name of Vernon excited a degree of enthusiasm un-

* These were two men of war and a snow, with four sloops, and a periagua, which were some of the vessels that had so much injured our merchants on those coasts.

paralleled on any other occasion; medals were struck in honour of him, and his effigy was displayed throughout the whole kingdom. Mr. Rentone, who brought over the dispatches, was immediately raised to the rank of Post Captain, and received a present of 200 guineas.

In his conduct towards the vanquished foe, the Admiral was as distinguished for his humanity, as in attacking, for his gallantry. The soldiers and sailors were strictly prohibited from plundering the inhabitants of the town; and to reward their merit, he distributed among them 10,000 dollars, which had been sent to Porto Bello, for the payment of the garrison, a few days before the place fell into the hands of the English. As it was never the intention of Government to retain Porto Bello, which, from its unhealthiness, was termed by the Spaniards, *the grave of the New World*, the Admiral directed the cannon found in the castles and fort to be spiked and destroyed, except forty pieces of brass cannon, ten field-pieces, four mortars, and eighteen patteraroes, all of the same metal, which were taken on board the fleet, on account of their intrinsic worth, and as trophies of his victory. The fortifications of the place were then blown up, and completely destroyed, that it might no longer afford an asylum for the *guarda costas*, whose chief place of rendezvous it was, and from whence they had for a series of years annoyed the British commerce in that quarter by their incessant depredations. These different services being performed, the Admiral sailed from Porto Bello on the 13th of December, and shortly afterwards arrived in safety at Jamaica.

Having refitted his ships, the Admiral sailed from Port Royal on the 25th of February 1740, on an expedition against Carthagena, and on the 1st of March made the highlands of St. Martha, on the Spanish Main, from whence he bore away for Carthagena. On the 3d, in the evening, he anchored with the squadron before the town, in nine fathom water, in the open bay called *Playa Grande*. On the 6th he began a bombardment, and in three days discharged

about 350 bombs, which destroyed several edifices, and did considerable damage to the town; but the force he had with him being inadequate to a regular attack of the place, the Admiral bore away with the fleet for Porto Bello. Having repaired his damages, and completed the water of the squadron, the next object of his attack was the castle of Chagre, situated at the entrance of the river of that name, a few leagues' distance from Porto Bello. He arrived in the river Chagre on the 22d of the month, and after bombarding the castle for two days, it surrendered, and the fortifications were blown up. The plate, merchandize, &c. which were of great value, were taken on board the squadron, and on the 30th the Admiral returned to Porto Bello, and from thence to Jamaica, where the fleet lay for some time inactive, being in want of stores and supplies from England.

The easy reduction of Porto Bello had determined Administration to send out such a reinforcement to the West Indies, as should enable Admiral Vernon to attack the most formidable settlements of the Spaniards in the New World. A fleet, consisting of twenty-five sail of the line, under the command of Sir Chaloner Ogle, with a proportionate number of frigates, and a large body of transports, having on board upwards of 10,000 land-forces, was accordingly dispatched from England, to join Admiral Vernon. The land-forces were commanded by Lord Cathcart, a nobleman of high character, and great experience in military affairs; but, unfortunately for the expectations of his country, he died soon after his arrival in the West Indies, when the command devolved on General Wentworth, an Officer without experience, resolution, or authority, and utterly unqualified for the important post of a Commander in Chief. The armament from England joined Admiral Vernon at Jamaica on the 9th of January 1741, and the force under his command now consisted of thirty-one sail of the line.

This armament, the most powerful which had ever appeared before that time in the American seas, sailed from Jamaica on the 28th of January. The Admiral's first

object was to proceed off Port Louis, in the island of St. Domingo, in order to ascertain the strength and intentions of a French squadron, which was supposed to be at anchor in that harbour, and against which the Admiral thought it necessary to be on his guard, as he had good reason to believe the disposition of the French Cabinet was unfavourable to the interests of Great Britain. On the 12th of February he arrived off the Isle of Vache, about two leagues from Port Louis, when he learnt that the French squadron had sailed for Europe, being greatly distressed for want of provisions, and a dreadful mortality raging in their fleet. On this intelligence, it was resolved in a council of war, consisting of the two Admirals, and Generals Wentworth and Guise, that the fleet, after having taken in water and wood in the Bays of Tiberoon and Dona Maria, should proceed from thence directly to Carthagena, which they resolved to attack vigorously both by sea and land.

The fleet anchored on the 4th of March in Playa Grande Bay, where the Admiral made the necessary dispositions for landing the troops and conducting the attack, and issued his instructions to the Rear-Admiral and Captains of the squadron. On the 9th, the Admiral, with his own division and that of Sir Chaloner Ogle, followed by all the transports, got under weigh, and brought to off the fort of Bocca Chica, which defended the entrance of the harbour *. The

* The following description of Carthagena will probably render our account of the operations which took place against it more intelligible. *Carthagena la Neuva*, or New Carthagena (so called to distinguish it from Carthagena in Old Spain), lies south of Jamaica, on the Spanish continent, to the east of the great Gulf of Darien, in lat. 10. 26. N. long. 75. W. It was begun to be built in 1532, and in about eight years became a wealthy, stately, and well inhabited city. It has one of the noblest basons or harbours in the world, being some leagues in circumference, and land-locked on all sides. The entrance is defended by the strong castle of Bocca Chica, and three lesser forts. Between this harbour and the town are two necks of lands, on which are the strong fortress Castillo Grande, and Fort Manzanella, which defend the lesser harbour that runs close to the town. There is likewise the Fort St. Lazar, which defends the town on the land side; and though the sea beats against the town walls, there is no approaching it but through these harbours, the surf is so violent. In 1583 it was plundered by Sir Francis Drake, who having burnt

first successes of the assailants promised a speedy and honourable termination to their enterprise. In less than an hour the enemy was driven by the fire of the shipping from the forts of Chamba, St. Jago, and St. Philip, which mounted in all forty pieces of cannon, and in the evening a detachment of grenadiers was landed, who took possession of them. The next day the regiments of *Harrison* and *Wentworth*, and six regiments of marines, were landed without opposition, and by the 15th, all the artillery and stores of the army were brought on shore. The following day, the General having informed the Admiral that his camp was much incommoded by the enemy's fire from a fascine battery on the west shore, or Barradera side, he ordered Captains Watson and Boscawen, having under them Captains Laws and Coats, with 300 soldiers, and a detachment of sailors, to destroy it. This party was surprised at their landing by a masked battery of five guns, which immediately began to fire on them, but which they soon obtained possession of. From thence they proceeded to storm the battery in question, which they soon made themselves masters of, with inconsiderable loss, notwithstanding it mounted twenty twenty-four-pounders, and was defended by a proportionate number of men. Having spiked up the cannon, and destroyed their platform and carriages, the detachment returned, with some prisoners, to the fleet. On this occasion Admiral Vernon was so well pleased with the boldness and spirit evinced by the seamen, that he gave to each common man a reward of a dollar.

This success was an inexpressible relief to the army, and the General began to bombard the castle of Bocca Chica, against which, on the 22d, he opened a battery of twenty twenty-four-pounders. On the 23d, Commodore Lestock

one half of it, the inhabitants ransomed the other for 120,000 ducats. Befo[re] it was perfectly repaired, a disgusted Spaniard again burnt it, and seized great treasure; and in 1697, M. de Pointi, with a squadron of French ship[s] took the city after a formal siege, in which he got an immense booty. Th[e] plunder amounted to about eight millions of livres in silver, and one in jewel[s].

was ordered in with five ships, to batter the castle on the west side, which service he performed with the greatest bravery, though exposed to a very hot fire, by which Lord Aubrey Beauclerk, Commander of the Prince Frederic, was killed *. A tolerable breach being made in the castle, the General determined to carry it by assault, and accordingly the necessary preparations were made for that purpose. On the 25th, at midnight, the troops marched to the attack, and no sooner entered the breach, than, to their great surprise, the enemy fled from the castle without firing a gun. Captain Knowles, observing the confusion and dismay of the Spaniards, immediately concerted the storming of Fort St. Joseph, which was deserted with similar precipitation.

The enemy, alarmed at these successes, prepared to sink some of their ships in the channel, in order to prevent the nearer approach of the hostile fleet, which Admiral Vernon perceiving, ordered the seamen to board and take possession of as many of them as they could. This could not be carried so speedily into execution, but that the enemy had time to sink the Africa and Don Carlos, two seventy gun ships, and set fire to the St. Philip, of 60 guns, which blew up. The seamen, however, boarded and took the Gallicia, of 80 guns, the Spanish Admiral's ship, and succeeded in bringing her off. They next proceeded to cut the boom which was moored across the channel; and the following day the Admiral, with several of the ships of war, warped into the inner harbour. Fortune continued to favour the assailants, and the Spaniards abandoned the strong fort of Castillo Grande, and about the same time deserted fort Manzanella, on the opposite shore.

After surmounting so many difficulties with such facility, after forcing so narrow a channel, and of such difficult

* This gallant young nobleman, though he had both his legs shot off, continued giving his orders in the most resolute manner for some minutes, till he fainted for loss of blood, and shortly after expired. A monument was erected to his memory in Westminster Abbey, the inscription on which we have given in Vol. VIII. page 478.

access, defended by a strong castle, three forts, a boom, four ships of the line, and two batteries, we need not wonder that the besiegers entertained the most sanguine hopes of their final success, and thought that little remained but to take possession of Carthagena. A ship was accordingly dispatched to England with intelligence to that effect, and public rejoicings took place over the whole kingdom, scarcely inferior to what might have been expected, had intelligence been received of the complete reduction of the place. The Admiral undoubtedly was persuaded, after the difficulties he had overcome, that Carthagena must inevitably fall; but he had formed his opinion too hastily, and was destined to experience the mortification of a repulse.

In the early part of April the troops became sickly, and died in great numbers, and no good understanding subsisted between the General and the Admiral. The cordiality which, though never very ardent, had hitherto subsisted between the Commanders in Chief, was now at an end, and each seemed more eager for the disgrace of his rival, than zealous for the honour of his country. The only place that remained to complete the conquest of Carthagena was Fort St. Lazar, and as the enemy were daily throwing up new works, and making all possible preparations to defend themselves, the General, who was severely reproached by the Admiral for his inactivity, determined to attempt to carry the place by storm. This resolution was formed without consulting the Admiral; and Generals Blakeney and Wolfe protested against it as a rash and fruitless measure. As these experienced Officers had foretold, the enterprise completely failed; and more than 600 men, the flower of the British army, were killed in the attack.

The besiegers now gave up all hopes of being able to reduce the place; and the rainy season set in with such violence, as rendered it impossible for the troops to live on shore *. They were, therefore, re-embarked, after the

* The heat is excessive and continual at Carthagena, and the torrents of water that are incessantly pouring down, from May to November, have this

Admiral had made an unsuccessful attempt to bombard the town; and the armament returned to Jamaica, having lost in the attack and by sickness, upwards of 3000 men. The fortifications which had fallen into the hands of the English were destroyed, under the directions of Captains Knowles and Boscawen, and the damage done to the Spaniards was supposed to amount to half a million sterling.

The fleet arrived at Jamaica on the 19th of May; and soon after the Admiral, agreeable to instructions he had received from Ministry, sent home Commodore Lestock, with eleven sail of the line, and the homeward-bound trade under his convoy. While the men of war and transports were refitting at Port Royal, it was agreed in a council of war, assembled at the Governor's house on the 26th of May, that an attack should be made on the island of Cuba; and the Admiral, anxious to wipe away the stain from his Majesty's arms of their ill success at Carthagena, exerted himself to the utmost to render his department fit for service. A supply of naval stores from England, with 3000 recruits for the army, enabled the armament to sail from Jamaica on the 1st of July. The force under the Admiral's command consisted of eight sail of the line, one of fifty guns, twelve frigates, fire-ships, and small vessels of war, and a fleet of forty transports and store-ships, and anchored in Walthenham Bay, on the south side of the island of Cuba, on the 18th of July. The same day the troops were landed without opposition, and encamped in a plentiful country. The Admiral, with his usual sanguine disposition, changed the name of a port he had taken possession of into Cumberland Harbour, and sent a dispatch to England expressive

singularity, that they never cool the air, which is sometimes a little moderated, during the dry season, by the north-east winds. The night is as hot as the day. Hence the inhabitants, wasted by profuse perspiration, have the pale and livid appearance of sick persons: all their motions are languid and sluggish, their speech is soft and slow, and their words generally broken and interrupted. Every thing relative to them indicates a relaxed habit of body. Ulloa, Voy lib. i. cap. v. Raynal, Hist. Deux Indes, Tome III. lib. viii.

of his hopes, that the whole island of Cuba would soon be in possession of his Majesty's forces.

It was resolved in a council of war, that the troops should march over land to St. Jago, a town of considerable extent, about sixty miles' distance from Walthenham Bay, and which was reported to be wholly defenceless on the land-side, while it was secured from an attack by sea, on account of the difficulties of the navigation. Nothing, however, of moment was attempted in consequence of this resolution: the General continued inactive, except occasionally sending out a few desultory parties, which rarely found an enemy to oppose them; and at length, on the 9th of October, informed the Admiral, that he feared it would be impossible for him to penetrate to St. Jago by land. In consequence of this the troops were re-embarked on the 20th of the following month, and soon after sailed for Jamaica.

About this time Admiral Vernon wrote to the Duke of Newcastle, Secretary of State, earnestly soliciting to be recalled, and requesting, as the only favour he should ask from the Crown, that his conduct in the expeditions to Carthagena and Cuba might be strictly and publicly enquired into. He assured the Duke that, till such orders arrived, no one should forward every service for the honour of his king and country with more care and diligence than he would; "but under his daily prayers for a deliverance from being conjoined to a gentleman whose opinions he had long experienced to be more changeable than the moon, though he had endeavoured, agreeable to his orders, to maintain the most civil correspondence in his power with General Wentworth." When such was the opinion entertained by the Admiral of his colleague, which posterity has not reversed, can we wonder that their operations should have been attended with so little success? and can we hesitate where to attach the blame?

A reinforcement of 2000 marines, with two ships of fifty guns and a frigate, having arrived from England on the

15th of January 1742, the Admiral once more began to entertain hopes, that he should be able by some successful enterprise to obliterate the disgrace of the two former fruitless expeditions. After frequent councils of war, which appear to have been held too often for the good of the service *, it was determined to land at Porto Bello, and marching across the isthmus of Darien, to attack Panama, a rich town situated on the South Sea, which had formerly been taken by Sir Henry Morgan with 500 Buccaneers, who marched across the isthmus, and became masters of the town with little difficulty. Accordingly the necessary preparations were made for the expedition; and the Admiral put to sea about the middle of March, with eight sail of the line, five smaller vessels, and forty transports, having on board 3000 effective men, besides a body of 500 negroes, raised for the expedition by Mr. Trelawney, the Governor of Jamaica, who, with several volunteers, accompanied it himself.

The armament arrived at Porto Bello, after a tedious passage of three weeks, occasioned by tempestuous seas and contrary winds. The Governor and garrison of the place immediately quitted the town and fled to Panama, and the British troops were landed without opposition. The Admiral now believed that something decisive would be effected; but, to his great mortification, he learnt that it was resolved in a general council of war of land Officers, to give up the enterprise; and notwithstanding all his remonstrances, he was obliged to re-embark the troops a very few days after they were landed. The fleet returned again to Jamaica, and nothing of consequence occurred during the subsequent part of the time that Admiral Vernon held the chief command on that station. In the month of

* It is related of the great Duke of Marlborough, that he never held a council of war, until he had previously determined how he would act, and whatever might be the opinion of the council, he invariably adhered to his own. With what judgment this method of acting was formed, the glorious life of this illustrious General best can testify.

September, Captain Fowke, in the Gibraltar, arrived at Port Royal with orders for the Admiral and General to return home; and in December the Admiral sailed in the Boyne for England, and was soon after followed by the General and the remainder of the troops.

Before the departure of the Admiral from Jamaica, he informed the Duke of Newcastle, "that he could not be insensible how great a concern the disappointments on their several expeditions must have been to his Majesty; but begged leave at the same time, to say, in behalf of himself and the Officers and men that had served under his command, that no part of the disappointment was justly to be attributed to the sea forces; nor did he think it was in want of courage or inclination to serve his Majesty in the land-forces; but that this unhappy event was principally owing to the command falling into the hands of General Wentworth, who had approved himself no ways equal to it. And though the Vice-Admiral pretended to little experience in military affairs by land, yet it was his opinion, that if the sole command had been in him, both on the Carthagena expedition and on the Cuba one also, that the British forces would have made themselves masters both of Carthagena and St. Jago, and with the loss of much fewer men than had died through the imprudent conduct of General Wentworth, in many instances." Though there is no small share of self-consequence and vanity in this vindication, yet we are firmly of opinion that had Admiral Vernon been intrusted with the sole command of the armaments above mentioned, the result would have proved very different, and we must most honourably acquit him of having in any degree contributed to their failure. Entick (in his Naval History) is of opinion, that if the sole command had been in the hands of Admiral Vernon, the whole of the Spanish possessions in the West Indies must have been conquered by the British forces: but his opinion must be received with some caution, when we consider that his work was dedicated to the Admiral, and that the author would naturally

be inclined to over-rate the merits of the Commander to whom he inscribed his labours. We must, however, observe that Entick's opinion was embraced by the nation at large, and Vernon's popularity suffered no diminution from the reverses of fortune he had experienced while acting in conjunction with General Wentworth.

After his arrival in England, our hero continued unemployed till the memorable year 1745, but in the interim was on the 9th of August 1743, advanced to be Vice-Admiral of the Red. During his retirement, being passed over in a promotion of Flag-Officers, he wrote the following indignant and sarcastic letter to the Secretary of the Admiralty, which is so characteristic of his feelings and temper, and so excellent in itself *, that we need not apologize for inserting it.

SIR, *Nacton, June 30, 1744.*

As we that live retired in the country often content ourselves with the information we derive from the newspapers on a market-day, I did not so early observe the advertisement from your office of the 23d of this month, that, in pursuance of his Majesty's pleasure, the Right Honourable the Lords Commissioners of the Admiralty had made the following promotions therein mentioned, in which I could not but perceive there was no mention of my name amongst the Flag-Officers, though by letters of the 10th instant, you directed to me as Vice-Admiral of the Red, and (by their Lordships' orders) desired my opinion on an affair for his Majesty's service, which I very honestly gave them, as I judged most conducive to his honour, so that their Lordships could not be uninformed that I was in the land of the living.

Though the promotions are said to be made by their Lordships' orders, yet we all know the communication of his Majesty's pleasure must come from the First Lord in commission, from whom principally his Majesty is supposed to receive his information on which his royal orders are founded; and as it is a known maxim in our law, that the King can do no wrong, founded, as I apprehend, on the

* The author of the Biographia Navalis calls it a "curious letter;" but that is a very tame and humble definition of its merits: for elevation of personal feeling, strength of retort, and an admirable display of conscious superiority, wounded by undeserved neglect, it is perhaps a composition with scarcely an equal in the English language.

persuasion that the Crown never does so but from the misinformation of those whose respective provinces are to inform his Majesty of the particular affairs under their care, the first suggestion that naturally occurs to an Officer, that has the fullest testimonies in his custody of having happily served his Majesty in the command he was intrusted with, to his royal approbation, is, that your First Commissioner must either have informed his Majesty that I was dead, or have laid something to my charge, rendering me unfit to rise in my rank in the Royal Navy; of which, being insensible myself, I desire their Lordships would be pleased to inform me in what it consists, having, both in action and advice, always, to the best of my judgment, endeavoured to serve our Royal Master with a zeal and activity becoming a faithful and loyal subject, and having hitherto received the public approbation of your Board. I confess, at my time of life, a retirement from the hurry of business, to prepare for the general audit, which every Christian ought to have perpetually in his mind, is what cannot but be desirable, and might rather give me occasion to rejoice than any concern, which (I thank God) it does very little; yet, that I might not by any be thought to be one that would decline the public service, I have thought proper to remind their Lordships I am living, and have (I thank God) the same honest zeal reigning in my breast, that has animated me on all occasions to approve myself a faithful and zealous subject and servant to my Royal Master: and if the First Lord Commissioner * has represented me in any other light to my Royal Master, he has acted with a degeneracy unbecoming the descendant from a noble father, whose memory I reverence and esteem, though I have no compliments to make to the judgment or conduct of the son, &c. &c.

EDWARD VERNON.

To Thomas Corbett, Esq. Secretary to the Admiralty.

That Admiral Vernon was passed over without promotion, as he here complains of, is rather to be attributed to the parsimonious manner in which promotions were distributed at that time, than to any intentional neglect of the merits of our gallant Commander; for almost on the first occasion of danger we find him called into service, and intrusted with one of the most consequential appointments that was ever committed to the care of a British Admiral. In the spring of the year 1745, he was promoted to be

* Daniel, Earl of Winchelsea.

Admiral of the White, and appointed to command a squadron of observation in the North Seas, to watch the equipments of the French at Dunkirk and elsewhere, which evidently were intended for the invasion of Great Britain. The grandson of James II. encouraged by promises of support from the French Ministry, and allured by invitations from the disaffected in England and Scotland, determined to make an attempt to recover the Crown of his ancestors; and the nation with consternation beheld itself on the point of being invaded by a Popish Pretender, supported in his claims by the French King, the hereditary friend of the House of Stuart, the natural enemy of the freedom, independence, and prosperity of the British empire. At such a crisis, the voice of the nation demanded, that the ablest Commanders should be called into service, and Admiral Vernon's appointment was received with universal approbation.

In the month of August our hero had his flag flying on board the St. George in Portsmouth harbour, but soon after shifted it to the Norwich, and sailed to the Downs, to watch the French armaments in the opposite ports. "This period of his command," says the accurate author of the Biographia Navalis, "was, perhaps, the most interesting of his whole life; and it is but bare justice to his memory to confess, no man could have been more diligent or more successful in that particular service to which the necessities of his country called him." This is saying much in his praise; but the praise is, nevertheless, tame. Other Commanders might have acted with equal courage and prudence in Vernon's situation, and other Commanders have at various periods of their lives displayed not only an equal, but perhaps a superior degree of merit; but we should probably find it difficult to name one who was ever placed in a situation of equal importance, or who executed the duties of his station with greater zeal and success. The period may arrive (perhaps it is not far distant) when the British empire shall again be menaced with invasion, when

some hostile adventurer * shall attempt to land on her happy shores; but new *Vernons* will arise to avert the intended blow, and defend their country from the presumptuous insults of an implacable rival.

As a proof that this period of his command was in the highest degree important, we insert the following letter, written at a crisis of the greatest consequence to the welfare of Great Britain.

SIR, *Norwich, in the Downs, Dec.* 20.

As from the intelligence I have procured last night, of the enemy's having brought away from Dunkirk great numbers of their small embarkations, and many of them laden with cannon, field-carriages, powder, shot, and other military stores, the Irish troops being marched out of Dunkirk towards Calais, General Lowendahl, and many other Officers, being at Dunkirk, with a young person among them they call the Prince, and was said to be the second son of the Pretender; and as I can't but apprehend they are preparing for a descent from the ports of Calais and Boulogne, and which I suspect may be attempted at Dungeness, where many of my cruisers are in motion for, and I have some thoughts of moving to-morrow with part of my ships, if the weather should prove moderate for a descent. I thought it my duty, for his Majesty's service, to advise you of it; and I desire you will communicate this my letter to the mayor of Deal, and that the neighbouring towns should have advice for assembling for their common defence; and my cruisers' signals for discovering the approach of an enemy, will be their jack flag flying at their top-mast-head, and firing a gun every half hour, and to desire they will forward the alarm.

I am, Sirs,
Your humble servant,
E. VERNON.

To John Norris, Esq. at Deal Castle, or to the Mayor of Deal in his absence.

* Shakespeare, with a prophetic feeling, has described the character that we now see at the head of the French Government,

Like one that stands upon a promontory,
And spies a far-off shore where he would tread,
Wishing his foot were equal with his eye,
And chides the sea that sunders him from thence,
Saying, he'll lade it dry to have his way.

Third Part of King Henry VI.

Towards the latter end of December the Admiral sailed from the Downs on a cruise, having his flag on board the Monmouth, of 70 guns, with three ships of fifty guns, two of forty, five frigates, and fifteen tenders. About this time he entered into a dispute with the Lords of the Admiralty, the particulars of which will best be gathered from the following curious letters, which are in themselves worthy of being preserved, as showing the extreme warmth of the Admiral's temper, and his proneness to take fire at the slightest offence.

Extract of a letter from Admiral VERNON *to the Secretary of the Admiralty.*

I could not but be under some surprise what could be meant by the expression in your letter, of having kept all my great ships in the Downs, and employed only my frigates for gaining intelligence, while the enemy's ships have passed backwards and forwards between Ostend, Dunkirk, and Calais, at their leisure, without hindrance or molestation. I cannot conceive where you have picked up such intelligence, so contrary to what is the fact, as my former letters have related to you, to inform their Lordships of, viz. That amongst other frigates employed on such services, were the Eagle, York, and Carlisle, which have been ever since the 11th of December, acting under my orders only; though your letter, Sir, mentions them as privateers, as if they were acting under their own orders. Within that time, I must repeat it now, five galliot hoys have been taken coming from Havre de Grace to Boulogne, and sent into Dover; and of those coming from Dunkirk, going to Calais, a dogger, laden with five pieces of cannon, several field carriages, 100 barrels of gunpowder, and other military stores, have been set fire to, and seen to blow up in the air by Captain Gregory, who was with them in a cutter on that service; two of their shallop fishing-boats sunk, twelve others of them chased on shore, and three with cannon and military stores brought into Dover. A Calais dogger privateer has been taken, of six guns and fifty men, thirty-one of which I have on board the Princess Louisa, and have desired Vice-Admiral Martin to give himself the trouble of examining some of them, to try if better information cannot be procured from them, than what Captain Hill has been able to gather from them, which you had inclosed in my yesterday's letters, as you have had of the twelve sail of ships chased from within two leagues of Calais back into Dunkirk road, by the Saphire and Folkstone, one of which they chased on shore upon the sands, and the pilot would not venture so near as the Captain took

upon himself to do. Surely these are instances of the enemy's having been watched much closer than could have been expected in this winter season. And what are the large ships I have kept in the Downs? The Norwich and Ruby, two fifty gun ships; for, till the arrival of the Monmouth and Falkland, I have had no other. I thank God, by a prudent conduct, the enemy have been prevented from sailing either from Dunkirk or Ostend for this month past, and none of his Majesty's ships have been shipwrecked by any imprudent disposition of them; so that I think I have acted prudently and successfully for his Majesty's service, though in many of your letters I have been treated as if I had done neither. As to my reasons for mentioning the counties of Kent and Sussex to be my province, I have some letters of yours that mention it to me as such, in which it appears to me pretty fully expressed. I shall always serve my Royal Master with a sincere zeal for his service, and with the utmost diligence, resolution, and capacity, that I am capable of; and while my services are approved of, I shall always continue them with pleasure; but if I am judged not to have a capacity for it, as by the style of your letter seems to be insinuated, sure it is the fault of a sincere zeal to say, that if you have thought of any one you judge more proper for it, all that I desire is, that his Majesty may be most effectually served, and I shall with pleasure resign my command to him.

Captain Knowles has brought another letter of yours of the 23d; he is come to serve with me as a volunteer; and as I well know Captain Knowles's zeal and activity for his Majesty's service, his coming gives me a particular pleasure, as I shall be glad to advise with him for his Majesty's service, and at all times ready to furnish him with any opportunity that he can suggest to me, for our Royal Master's service, and defeating the enemy's intentions for invading his Majesty's dominions. Their Lordships will see my orders to Vice-Admiral Martin; I have strengthened his command with all the force their Lordships have ordered for watching the enemy's motions from Ostend to Dunkirk: and as to the four ships lately arrived from Cape Breton, which, by their Lordships' orders of the 23d, I am to take under my command, those I hope to meet withal in their passage here, and shall incorporate them into my division upon my meeting with them, or detach a part of them to join Vice-Admiral Martin, as subsequent intelligence shall make necessary. Nothing either has or shall be omitted for his Majesty's service, that I can think of, or any one can suggest to me to be most expedient for it; and you have always had copies of the orders I have issued for that purpose, sent for their Lordships' approbation. I am, Sir, &c.

E. VERNON.

Dec. 25th.

Extract of a second Letter to the same.

This morning Captain Scot, of the Badger, came on board me with a letter from Vice-Admiral Martin; and though the Vice-Admiral has, as he says, sent you copies of them, yet, as the advice was sent to me, I choose to do the same.

It could not but give me great pleasure to find the gentleman's letters from Holland entirely confirm the intelligence I have given their Lordships; and to find that he thinks with me likewise, that my diligent exertion of my duty has even been said there to have frustrated their intention of invading this part of the kingdom this last full-moon; of which nothing could give me greater pleasure, than having rendered such effectual service to his Majesty and my country, though I have been treated in that contemptuous manner in your letters. I have given Captain Hill the orders you have inclosed a copy of, for his weighing with the first of the flood, for making a fresh inspection at Calais this evening or to-morrow morning. As soon as the windward tide makes, I shall weigh with the squadron, and keep plying and exercising my ships in line of battle, and for being ready at hand on any advice of the enemy's motions, till I have but barely time for anchoring in the Downs before it is night; when I shall obey their Lordships' commands, consign the command of the fleet to Vice-Admiral Martin, then strike my flag, and go on shore, pursuant to their Lordships' orders.

I am, &c.

January 1, 1746. E. VERNON.

In consequence of these misunderstandings, as it appears from the last letter, Admiral Vernon was ordered by the Lords Commissioners of the Admiralty to strike his flag, which accordingly he did, and never afterwards was employed in his Majesty's service. Various reasons have been assigned for the disagreement which subsisted between Admiral Vernon and the Board of Admiralty. The faults were probably on the Admiral's side. The Naval Administration of that period was feeble, and weakly conducted, but nevertheless it was the duty of the Officers employed to pay implicit obedience to the orders of their superiors, or at least not to treat them with undisguised contempt. Constitutional pride, popular favour, and the self-consciousness of no ordinary degree of merit, had

rendered Vernon, naturally of a lofty disposition, arrogant, and unaccommodating; and having been long in opposition, without attaching himself to any party, all Administrations were nearly equally offensive to him.

Admiral Vernon was not a man to suffer what he thought injustice, without complaint. The following letter to the Duke of Bedford, First Lord of the Admiralty, will, perhaps, serve to throw some light on the subject of the Admiral's disagreement with that Board.

As I am conscious I have done nothing ever justly to forfeit that good opinion that engaged your Grace to honour me with your patronage and friendship, I entertain too good an opinion of your Grace to think I have not the continuance of it, notwithstanding the late incident of my being hunted out of my command by the operative malice of some malicious and industrious agent, that is too well screened over for my being able particularly to discover him, and point out who it is; so that must remain to me a secret, till some happy providence in course of time may more clearly discover it; not being, nevertheless, in my own mind doubtful, but I can trace the original cause of it, and guess pretty nearly at who may be the concealed director of it. As the pen of the Secretary of the Admiralty conveyed these bitter shafts that were levelled at me, I thought it right to suggest, that his pen might be tinged with a gall flowing from his own mind, beyond the direction he might receive from it, from which I thought it my duty to acquit him, on a gentleman-like apology in regard to his office, which I was no stranger to its being his duty to obey, and on an assurance of a good-will he had always professed; and I well know I had never given him occasion to alter the sentiments of a professed friendship for me.

One of the occasions taken to justify this conduct towards me has been, that I had, within the Channel of England, on a ship's service being immediately wanted for proceeding to sea, and being without a Gunner, (certainly a necessary Officer for her defence), and which I could not think myself justified in permitting to go to sea without, presumed, as it is called, to warrant a Gunner to her, for to proceed to sea in her, as I judged it to be absolutely necessary for his Majesty's service, and the defence of the ship.

Having now stated the fact, my sentiments are, that to support the necessary command of the Officer the King had appointed, it was the Government's interest that the Commander in Chief should name all Officers that fell vacant, and has not been denied while the

depending service was essential: but pretences have been made from the Admiralty, that the ships were not assembled, or not under orders; and as checks are in their power, they have contradicted it, though always to the prejudice of the Crown's service; for when the people of the fleet see their Commander in Chief can neither support their pretensions of merit, nor his own authority over them, they must naturally look after those who are no judges of their service, and renders the Commander contemptible to the fleet. This power is known to have been absolute in the Commanders in Chief in the Channel, and in one who has added honours to your Grace's family *; and when that power has been wanting, it has, I believe, been always found prejudicial to the service of the Crown and prosperity of the kingdom.

I shall now only add, that I am at present detained here for having my baggage embarked for proceeding to Harwich in one of the armed vessels Vice-Admiral Martin has been so obliging to assign me, to carry it to my house on the Ipswich river.

I propose at present being in London by Tuesday or Wednesday night; whenever it is, I shall be at your Grace's door the next morning after my arrival, in order to pay my duty to your Grace; and afterwards, before I set out for Suffolk (if it has your Grace's approbation), to be presented by you to pay my duty to his Majesty. And the favour I now desire of your Grace is, that your porter may have orders from you to let me in, if such a visit be agreeable to your Grace; and if not, that I may be told so, not to give unnecessary trouble to you or myself.

E. VERNON.

Our Admiral submitted to his compulsive retirement from the service with the greatest impatience, and published some pamphlets in vindication of his character. In these he is said to have inserted some private correspondence between himself and the Board of Admiralty, the publication of which gave so much offence to his Majesty, that Mr. Vernon, by his especial command, was struck off the list of Admirals. This happened on the 11th of April 1746, and he was never afterwards restored to his rank. From this period he lived almost totally in retirement, troubling himself but seldom with public affairs, except attending the

* Francis Russel, Earl of Orford.

House of Commons, as Member for the borough of Ipswich. He died suddenly at his seat at Nacton, in Suffolk, on the 30th of October 1757, in the seventy-third year of his age.

His character may be summed up in a few words. He was brave and courageous to an excess; his abilities as a seaman were of the first class; and, as a man, his integrity and honour were unsullied. But his temper was irritable: he had too great a contempt for the talents of others, and was impatient of any species of controul. These faults were considerably increased by the unbounded and almost unexampled popularity which, during the greater part of a long life, he had the happiness to enjoy; and which, though almost half a century has elapsed since his death, still continues to be attached to his name. But with all his faults, his memory will survive and be honoured as long as the naval glory of Great Britain shall form a theme of exultation to her sons.

BIOGRAPHICAL SKETCH OF THE LATE CAPTAIN JOHN WHITLY.

THIS gentleman was born in 1756, at Deptford. His father, Mr. John Whitly, was a Master in the Navy, and had the honour, in that station, to steer the yacht which conveyed her present Majesty to England.

At a very early age he entered into the service as a Midshipman, and was soon noticed for his lively genius and enterprising temper. When he had served his time, his father did not possess interest sufficient to obtain a commission for him. And at the beginning of the American war, he was appointed Master of the Rattlesnake cutter, commanded by Lieutenant Hartwell, at present Commissioner of the Navy. While he was Master in her she had several smart actions, and captured a very valuable West

Indiaman; Whitly receiving a large share of the prize-money.

On the promotion of Lieutenant Hartwell, the command of the Rattlesnake was given to Lieutenant Knell, who shortly after fell in with two French cutters, each of which was larger, of heavier metal, and carried more men than the Rattlesnake: however, he engaged them both; and compelling one to strike, ordered Mr. Whitly to take possession of her. This service performed, the young and daring Master rowed his boat to the other enemy; and, in despight of a vigorous resistance from the crowded deck of the Frenchman, boarded her, sword in hand, supported by a gallant boat's crew. A close and desperate struggle ensued, but the French could not stand up against the impetuous attack of Whitly and his hardy tars; and, one of their Officers and several of their men being killed, they called for quarter, and struck their colours. Brave men delight and glory in the brave actions of others; and Lieutenant Knell, in his dispatches, spoke of Whitly's conduct in terms of such genuine admiration, that the Admiralty promoted him to the rank of Lieutenant. During the remainder of that war, however, no opportunity enabled Lieutenant Whitly again to distinguish himself. At the return of peace, the Hon. Captain Berkeley, having the command of a guardship, applied to have Whitly appointed one of his Lieutenants. With that Officer he remained three years; after which, as usual, in time of peace, he was superseded with the other Lieutenants. At the commencement of the late war, Captain Molloy being appointed to the Edgar, of 74 guns, applied to Whitly to sail with him as his First Lieutenant. This offer was accepted, and the Edgar, soon after, in company with other ships, took the St. Jago galleon; and Whitly here again received a very considerable share of prize-money. Captain Molloy was removed to the Ganges, and afterwards to the Cæsar, of 84 guns, one of the finest ships in the Navy; and in such high estimation was Whitly with Captain Molloy, that, in every

change, he made interest to retain him as his First Lieutenant. The Cæsar was in the action of the glorious 1st of June. The subsequent events are well known. Certainly we may venture to assert, that no ship was on that day more disabled. Whitly's promotion was, however, deferred till the Court-Martial on his Captain should close. Nothing appeared on the trial but what was highly honourable to the First Lieutenant, and he received his promotion. Soon after, Captain Berkeley being appointed to the command of the whole of the Sea Fencibles, on the coast of Sussex, at his request, Captain Whitly was appointed one of the Officers to serve under him. Captain Drury, who succeeded to the command of the Fencibles, on Berkeley's promotion to the rank of Admiral, requested Captain Whitly to continue to serve in the same station, which he did till the end of the war, when he retired on half-pay. Captain Whitly had a large family; and it is to be feared, notwithstanding the prizes he shared in, he has not left his children in the circumstances his friends could wish. To sum up his character in a few words; he was universally esteemed in the service, as a brave and excellent Officer; and to a very extensive circle of friends and companions he was extremely endeared, by a lively wit, and a chearful, obliging, and happy temper.

AN ACCOUNT OF THE PRESENT STATE OF TANGIERS,

[*From a Journal of Travels in* BARBARY, *by* JAMES CURTIS, *Esq.*]

IN the beginning of the month of May 1801, I received a letter from General O'Hara, Governor of Gibraltar, directing me to go to Tangiers, in order to accompany his Majesty's Ambassador to the Emperor of Morocco; and on the 12th of the same month I embarked on board the Calp sloop of war, commanded by the Hon. Captain Dundas. We got under sail immediately; and after an agreeable passage of a few hours, we anchored in the Bay of Tangiers. The view of the town from the ship was pleasant and picturesque,

especially the prospect of the old castle, which remains in the same state precisely as when it was in the possession of the Portuguese; for it is the custom with the Moors never to repair an old building, though they do not scruple to make a number of additions to it. The castle is inhabited by a few soldiers, whose wretched appearance indicates the poverty of the place.

Although the town itself is delightfully situated, yet, like all the Moorish towns, it is dirty and disagreeable; the streets are so narrow that a person cannot traverse them without difficulty, and the indolence of the people surpasses any thing of the kind which may be found in the southern climates of Europe. They are seated for whole hours together in groupes in the open streets under the walls of their houses, and they never converse or move from their position. The principal part of the Moorish houses in this town is the ground-floor; the roofs are flat, in the form of a terrace, and both within and without, even their court-yards, the apartments are white-washed. This custom is rigidly observed, on account of its tendency to destroy insects, and to preserve the rooms in a cooler state than if they were to make use of any other colour. It certainly gives the town, when viewed from a little distance, a lively and curious appearance, particularly to an European; but the reflection of the sun from the houses is the chief cause of the many diseases of the eyes to which the inhabitants are subject. There is scarcely one person in ten free from the *gutta serenæ* *; and the number of blind is immense.

The manufactories of Tangiers, excepting the hick and earthen wares, are extremely coarse: the population is computed at 15,000 souls and; the males being enrolled as soldiers, are liable to be called out on every emergency, at the Emperor's command. Such a political establishment is not a little singular in a country of absolute despotism. In an empire where every subject is a soldier, we might naturally look for the existence of a well-regulated freedom; but this is not the case in the States of Barbary. The re-action of a strong religious principle, effaces every sentiment from the minds of the people in favour of social order and liberty. Their belief is in passive obedience, and their practice is slavery. Hence, with arms in their hands, they are the ready and blind instruments of civil discord and usurpation; and the only use they make of their physical power, is to furnish additional means to the successful despot to harass and oppress them.

The Governor of Tangiers is a Moor; his salary is extremely small when compared with the establishment of many other governor-

* Cataract.

ships. Although he is allowed 2000 soldiers, they seldom make their appearance excepting on days of payment, which sometimes happen only once in the course of six months. The pay of the infantry soldier is one cobb (4*s*. 6*d*. sterling) per month, and the cavalry two cobbs; out of which allowance he is obliged to provide himself with every accoutrement and necessaries, excepting on his first entry into the cavalry, when the Emperor presents him with a horse, which is expected to be kept in good condition, and never to die. A soldier is allowed to do any kind of work; and even a Captain or Alkaide of every degree, from the command of five to a thousand men, does not scruple to perform any dirty job about the house of an European: he even considers it as an honour to be employed by the Consuls, who are considered by the Moors as beings of a superior order.

The fortifications are in a very ruinous state; the town is encompassed by a parapet wall of considerable height, which has the appearance of a strong place; and the immense number of storks which are continually perching on the wall, induced me, at first, to imagine they were Moorish soldiers. The castle stands on a large piece of ground; and opposite to the Spanish coast fronting the sea, there is a strong battery of sixteen guns and a mortar, presents from different nations; but from the want of carriages, they cannot be used. Such is the state of the Emperor's troops and garrison at Tangiers. The revenues are small, and the whole of its trade consists in supplying the garrison of Gibraltar, and Spain, and Portugal, with Provisions. Sundays and Thursdays are the established market-days; but it must be observed, that the Christian Sunday falls on the Tuesday among the Mahommedans: on these days the markets are well supplied with every commodity; and the articles are uncommonly cheap, especially fruit, of which there is a great abundance. These markets resemble in many respects the fairs in England; plenty of cattle are brought for sale, and tradesmen of all descriptions pitch their tents, and engage in manual labour; for the people never think of having any work done but on those days. On these occasions their conjurors or necromancers exhibit a thousand ridiculous tricks; and the Moors are so credulous, that they give them a most unbounded licence of conduct. They dance to the sound of an instrument not unlike a tambourine, and there are a great variety of shows, the same as the fairs of Europe. We saw a man devour a snake in the presence of a large concourse of people, who expressed their admiration by repeated shouts, and at the conclusion gave him a few blanquins.

Every part of the country in the environs of Tangiers is beautiful, and interspersed with villages and gardens: these were the only places where I perceived any thing resembling the form of a hut, and they

N. Pocock, del.

Wells sculp.t

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do not extend more than five or six miles beyond the town. The Arabs live in tents, and when there are as many as twelve or twenty assembled together, the encampment is called a *douwar*.

Tangiers is appointed by the Emperor of Morocco as the residence of all the foreign Consuls. The houses which the latter occupy are substantial, and built in the modern taste; but the generality of them possess country seats, with pleasure gardens, at a small distance from the town. Nothing can be more delightful than the grounds of the English, Swedish, and American Consuls, which are filled with orange groves, and variegated flowers, diffusing a most delicious fragrance. A person may fancy himself transported to the Elysian Fields, when he removes from the noise and filth of Tangiers to one of these charming retreats.

DESCRIPTION OF PLATE CXIX.

THE Engraving that accompanies this Description is made from a beautiful drawing of POCOCK'S. This eminent Artist has again kindly contributed his assistance towards the embellishments of our undertaking. We have yet a few Drawings of his in our possession, Engravings from which we shall lay before our readers in due course.

DIAMOND ROCK is the S. W. point of the island of Martinico, in the West Indies (lately ceded by the Treaty of Peace to the French), its latitude is 14 deg. 24 min. North, and the longitude is 61 deg. 6 min. West.

The vessel in the Drawing represents a Bermudian sloop.

The island of Martinico, or Martinique, is one of the largest of the Windward Islands, being about sixty miles long, and six in breadth, and about forty leagues to the N. W. from Barbadoes, and twenty-two to the south of Guadaloupe. Its rivulets from the ridge of hills that crosses it, are numerous, and its bays and harbours are abundant, safe, and commodious. Its two principal towns are Fort Royal * and St. Pierre. Some of its rivers, which are not less than forty, are navigable a good way up the country, and never dry; on the contrary, they sometimes overflow their banks, and sweep away houses and trees with their currents; and in the rainy season there are many streams that water the dales and savannas. The harbour of Martinico is reckoned a safe retreat in the hurricane season, and to windward of all the islands, which is of great advantage to ships that are bound for Europe.

* For an account of this fort, see Vol. III. page 439.

The large and high mountain in the middle of the island is a mark for all the coasts, and particularly points out the island, which way soever a ship may approach it. On the north side, and also on the south-east side, the shore is full of small broken rocks and rocky islands, which are dangerous; but on the south-west the coast is very fair and clean. A particular point of land runs out westerly on that side to seaward, bending like a man's arm, and making a very large gulf or bay (now called Fort Royal Bay), which goes so far in, that from ships at the bottom of it, the main sea cannot be seen on the deck. A smaller bay within this large one, had the name of Governor's Bay, which also contains, besides this, many small coves or harbours. This is the principal port of the island, and the rendezvous of the men of war. Off the S. W. point is an island, sometimes called the Devil's Island, and sometimes, by the French, Isle de Barque.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

IT is not generally known, that Washington, the late enlightened President of the United States of America, at the age of fourteen was a Midshipman in the British Navy, though he afterwards became an Officer in the Virginia militia; and we have heard it confidently affirmed by persons of great veracity and information, that Bonaparte, at an early period of the French Revolution, solicited a Lieutenancy of marines on board one of his Majesty's ships.

ON THE RUSSIAN NAVY.

[*From the History of Settlements and Trade in the East and West Indies. By l'Abbé* RAYNAL.]

IT is demonstrated both by reason and experience, that a military navy must have for its basis a trading one. Russia, of all the European nations, is that which the abundance of its naval stores, and the bulk and quantity of its productions, invites to a more active and more extensive commerce. There was not, however, a single trading vessel in the whole empire, when the plan was adopted of supplying it with a fleet. The founder of an empire, who had been acquainted with the natural progress of things, would have first turned his views towards a commercial navy. This political arrangement was subverted, and the successors of Peter I. have never deviated from this erroneous system. None of them have thought of surmounting the obstacles which, arising from defective institutions, have thwarted

mercantile expeditions, by which good crews are formed. They have all confined themselves to the system of maintaining and multiplying squadrons, which cannot have either knowledge or experience.

THE ACAPULCO SHIP.

[*From l'Abbé* RAYNAL.]

A vessel of about 2000 tons burthen is dispatched every year from the port of Manilla. According to the laws at present in force, and which have frequently been varied, this ship ought not to carry more than 4000 bales of merchandize, and yet it is laden with at least double that quantity. The expences of building, of fitting out, and of the voyage, which are always infinitely more considerable than they ought to be, are supported by the Government, which receives no other indemnification than 75,000 piastres, or 405,000 livres (16,875*l.*) per vessel.

The departure of it is fixed for the month of July. After having cleared a multitude of islands and rocks, which are always troublesome, and sometimes dangerous, the galleon steers northward as far as the thirtieth degree of latitude. There the trade-winds begin to blow, which convey it to the place of its destination. It is generally thought, that if it proceeded further, it would meet with stronger and more regular winds, which would hasten its course; but the Commanders are forbidden, under the heaviest penalties, to go out of the track that hath been marked out to them.

This is undoubtedly the reason that hath prevented the Spaniards, during the course of two centuries, from making the least discovery upon an ocean, which would have offered so many objects of instruction and advantage to more enlightened and less circumspect nations. The voyage lasts six months, because the vessel is overstocked with men and merchandize, and that all those that are on board are a set of timid navigators, who never make but little way during the night-time, and often, though without necessity, make none at all.

The port of Acapulco, where the vessel arrives, hath two inlets, separated from each other by a small island; the entrance into them, in the day, is by means of a sea-breeze, and the sailing out, in the night-time, is effected by a land-breeze. It is defended only by a bad fort, fifty soldiers, forty-two pieces of cannon, and thirty-two of the corps of artillery. It is equally extensive, safe, and commodious. The bason which forms this beautiful harbour is surrounded by lofty mountains, which are so dry, that they are even destitute of water. Four hundred families of Chinese, Mulattoes, and negroes, which compose three companies of militia, are the only persons accustomed to breathe the air of this place, which is burning, heavy, and an-

wholesome. The number of inhabitants in this feeble, miserable colony, is considerably increased upon the arrival of the galleons, by the merchants from all the provinces of Mexico, who come to exchange their silver and their cochineal, for the spices, muslins, china, printed-linens, silks, perfumes, and gold works of Asia.

After staying here about three months, the galleon resumes its course to the Philippine Islands, with a few companies of infantry, destined to recruit the garrison of Manilla. This vessel hath been intercepted in its passage three times by the English. It was taken in 1587, by Cavendish; in 1709, by Rogers; and in 1742, by Anson. The least part of the riches with which it is laden, remains in the colony, the rest is distributed among the nations which had contributed to form its cargo.

ANECDOTE OF A BOATSWAIN.

At the conclusion of the American war, the Boatswain of a seventy-four that was paid off, on his arrival in London, repaired to Monmouth-street, and there purchased a second-hand court dress of a Knight of the Garter. His hair was dressed by a skilful operator; and thus equipped, he went to Drury-lane Theatre, and seated himself in one of the stage-boxes. There was nothing in his behaviour to betray that his dress was superior to his condition, and our honest seaman would have remained undiscovered in his courtly disguise, but for the following incident.—It happened the same evening, that two jolly sailors belonging to the same vessel were seated in the front of the two shilling gallery, and soon thought they recognised in the well-dressed personage in the stage-box the face of an old acquaintance. They both insisted that he could be no other than their Boatswain, and their attention was entirely drawn from the play to contemplate the metamorphosis of their ship-mate. So astonishing a change, the more fully they considered it, begat some doubts in their minds; and they determined to hail him, as the only means of solving their doubts. One of them then cried out, *ho, the Boatswain of the Achilles, a hoe!* To this well-known salutation the Boatswain, forgetting his fine clothes, immediately answered, *holloa!*

AN ACCOUNT OF THE INTRIGUES OF THE COMTE DE PARADES IN ENGLAND DURING THE AMERICAN WAR.

[*From the Memoirs of the Bastile, by* F. GIBSON, *Esq. F. A. S.*]

[Concluded from Page 124.]

M. DE BERTHOIS being unable to bear the sea, the vessel was ordered to repair to Portsmouth, for which place the two gentle-

men set out, after taking a cordial leave of their Plymouth friends, and their countrymen in Mill-prison; amongst whom, in due time, their agent had orders to distribute ten guineas. They arrived at Portsmouth at ten in the evening: and the next two days were employed in examining the various fortifications of Portsmouth, Gosport, and South Sea Castle; after which, Paradès, as a country gentleman of fortune, hired a pleasure-yacht, in which they surveyed Hurst Castle, the Needles, Spithead, and St. Helens. Berthois being fully satisfied that all Paradès' plans and observations were perfectly just, they departed for Dover, their vessel being ordered to wait for them there; and in a short time after, they set sail, and landed in safety at Calais.

Two days after this they arrived at Versailles, where their plans and observations were examined separately, and found to correspond: they only differed in opinion on the mode of attack. The promises made to Berthois were faithfully fulfilled; he received the cross of St. Louis, the brevet of lieutenant-colonel, and a pension of 4000 livres, with the reversion to his wife and children.

Paradès, who only obtained the brevet of mestre de camp of cavalry, without the cross, was highly dissatisfied, as he very justly alledged, that the most dangerous part of the business was imposed on him, while they seemed only to regard him as the guide of M. de Berthois; his loud remonstrance on this subject was the first cause of the disagreement between him and the ministry.

When M. de Berthois, the engineer, delivered in his report, it was decided that the necessary dispositions should be made not only for attacking Portsmouth, but likewise the Isle of Wight.

M. de Sartine agreed with Paradès, that the attack should be made by the surprise of a sudden invasion; but when the plans were laid before the council, they were greatly altered, and at length wholly rejected, though the propositions were extremely simple. He required 4000 men for Plymouth, and 1500 for Hurst Castle, that commands the passage of the Needles; two ships of the line, two frigates, and two fire-ships: the troops were to be embarked at Brest, as if for America, and, when once out of port, it became his province to conduct them to the place of their destination.

He had his small vessels constantly in motion, to acquaint him with every naval movement of the enemy; nor was he ignorant of what passed in the cabinet-council at St. James. He could not have been in more security at Brest than he was at Plymouth, where all was in perfect tranquillity: the English had not any suspicion of the danger that threatened them. But the French ministry thought

his means too weak to attain the desired purpose. They wished for an enterprize of eclat, and that very idea was the cause of its failure. Orders were given to Paradès and M. de Berthois to confer with M. de Vaux, and to lay their plans and observations before him; from which he prepared and digested a plan conformably to the views of the ministry, for an attack upon Portsmouth; and, instead of 5500 troops, and two millions of livres for expences, which the Count required, an army of 30,000 men was assembled, at an expence of fifty millions of livres, to perform—Nothing,—as Paradès had predicted.

M. le Comte charged M. d'Orvilliers with gross neglect, in not paying proper attention to his intelligence, by which neglect many valuable British convoys escaped. This made him his most inveterate enemy; and as d'Orvilliers was the protegè of M. de Montbarrey, he found means to prejudice the prince against Paradès; so that, when he strongly solicited the ministry for the cross of St. Louis, he experienced the disappointment of a refusal, though M. de Sartine endeavoured to console him by an assurance that it should be sent on his arrival at Brest.

The French armament under d'Orvilliers sailed from Brest in quest of the Spanish fleet, with which they were to form a junction, though Paradès strongly remonstrated against that measure, and recommended, in the most forcible terms, that instead of steering for the coast of Spain, d'Orvilliers, with thirty sail of the line, should direct his course up the Channel, and make an immediate descent on that of England.

"Had my advice been taken, (says Paradès,) the English would have been embarrassed in the highest degree: that power had not above fifteen sail of the line in a condition fit for sea; therefore the enterprize would have been easy with the French forces alone; but reasons of state, of which I am totally ignorant, determined it otherwise. Events shewed I was right, as the English squadron did not put to sea till a month after d'Orvilliers; though from the time of their sailing, to the capture of the Ardent, ships were daily joining their fleet as soon as they were fitted for sea."

In conformity to the Orders of M. de Sartine, M. Paradès embarked at Brest in the frigate la Gloire, and on the 7th of August fell in with the French fleet under Ushant: he immediately repaired with government dispatches on board the Bretagne, in which ship M. d'Orvilliers hoisted his flag, and had a conference with the Admiral, who repeated to him what he had already been informed of by the officers, "That he did not think it was in his power to act

with any prospect of success, on account of the bad state of the ships, and the lateness of the season."

At this time, advice was received of the sailing of an English outward-bound fleet, which it would have been easy to have intercepted. Paradès proposed to the Admiral to double Ushant; but his advice was followed when it was too late: on the 14th, signals were made for an enemy's fleet, the rear division of which was visible from the mast-heads; but the Admiral, pretending to believe them a part of Cordova's squadron, refused, though contrary to the opinion of his officers, to throw out the signal to chace.

The provisions and water of the fleet being nearly exhausted, and no convoy arriving from Brest, Paradès advised the Admiral to steer for Plymouth, demanding only 600 men, a bomb-vessel, and a fire-ship, to make himself master of the place. The Admiral seemed willing to grant his request; but the officers representing the smallness of the force to be employed, persuaded M. d'Orvilliers to the contrary; and he told Paradês in private, that his age and rank as a land-officer were the obstacles that laid in his way.

In the mean time, a cutter sent to Plymouth by the master of Paradès's vessel arrived, requiring to know the reason why the French fleet did not enter and seize the place, as there was not a single vessel in the Sound, the British squadron being then cruizing between the Start and Lizard. At length the Mutine lugger, under the command of the Chevalier de Roquefuille, was dispatched to reconnoitre Plymouth, and reported on his return, that he had discovered nine 80 gun ships, and six frigates, riding in the Sound, and that by his glass he had observed the masts of a much larger number behind the citadel. This was positively asserted; yet Parades was so well convinced of the contrary, and made such solid objections to the report, that the Chevalier was greatly embarrassed, but nevertheless stood to his point.

Paradès's representations appeared so just, that it was resolved to dispatch a frigate on the same inquiry, from which, on her return, a similar account was received. The agreement of these reports convinced Paradès, that the Captains sent to reconnoitre, being his enemies, had combined in bringing a false account. He therefore earnestly requested the Admiral to set him on shore after dark, with two sailors and a marine officer, solemnly promising to join him on board the Bretagne in the morning. D'Orvilliers seemed inclined to grant his request, but was again dissuaded by the officers, who told him, that it would be highly degrading to the Captains he had sent, should he dispute their word.

Paradès being thus silenced, (though he had reason on his side,) it was unanimously resolved, that the blockade of the English fleet should continue, and the Magicienne frigate was dispatched to carry the news to court. What opinion can now be formed of d'Orvilliers and his officers? It was then known at Versailles, and over Europe, that the English fleet was at sea, cruising in the chops of the Channel.

As to Paradès, his reputation fell a sacrifice to the false reports of the two officers, whose mean jealousy of his credit with the ministry rendered them traitors to the King and the state.

After those repeated disappointments, the Count fell sick, and easily obtained leave to quit the fleet: on the 4th of September he was landed at Brest from the Tartar frigate. Soon after his arrival, he had a relapse, and was confined by illness above a month. On his recovery, he found that calumny had attacked his character from all quarters; but he disregarded it, as springing from those who were envious of his merit and promotion.

His indefatigable spirit prompted him to form three more different plans of attack on the coasts of Britain; and he had even formed a model, in plaister of Paris, of the citadel of Plymouth, and the adjacent eminences, shewing the modes to be pursued, either in rendering the French masters of it by surprize, or by open attack. Ships and troops were readily promised; but the usual procrastination prevailed, till it was known that Plymouth was completely secured against any attempt, when Parades and his projects were entirely laid aside.

Government was now in arrears with him to the amount of 587,620 livres; and as all the hopes which he had entertained from the success of his labours were completely blasted, he turned his thoughts towards procuring a reimbursement, but in vain. On his application to one minister, he was referred to another; at one time he was told that his accounts were under examination, and would soon be expedited, at the end of which he was advised to wait with respect and patience; at last the ministers, wearied with his importunities, caused him to be arrested on charges of unjustly assuming the name of an honourable family, and of betraying the secrets of state. The first charge he endeavoured to repel, by offering to prove his descent from that family, and made a pertinent observation to this purport—"While I can serve you, what does it signify who I am?" The other charge, though unjust, was more difficult to obviate. Paradès, in the course of his missions, had been unavoidably under the necessity of giving such explanations to his confidants as might

in some degree countenance that charge. The truth was, the ministers had done with him, and were resolved to be no longer teazed with his remonstrances: the result was, that he was committed to the Bastile.

The origin of this enterprizing adventurer was extremely obscure. He and his friends constantly asserted his descent from a noble house in Spain; though in his answers to the interrogatories of M. de Noir at the Bastile, he was unable to prove it: on the contrary, many believed him to be the son of a pastry-cook at Phalzbourg, and the latter opinion obtained general credit. But, as M. Paradès justly observed, "Provided he could do the King a service, of what signification was it who he was." In his early tour through Germany and Switzerland, he called himself M. Robert de Paradès; but, on his arrival in Paris with letters of recommendation to M. de Vergennes, he for the first time took the title of Count.

In the memoir which Paradès presented to M. Sartine, he informed him, that had the making of his own fortune been his principal object, he could easily have doubled it; but the King's service demanding his whole attention, the advantages accruing to himself were those that arose from accidental circumstances.—Notwithstanding this declaration, it will appear hereafter that Paradès had by no means omitted making full use of these accidental circumstances, nor of the passports granted by the King for the two vessels he had purchased in England.

The produce of his private adventures, viz. by the purchase and sale of several vessels; the profits of his shares in six privateers; on the exchange of louis d'ors into guineas, &c. brought him, in a few months, the sum of 825,000 livres. He lent 250,000 livres on secure mortgages; purchased a house in Paris, for which he gave 70,000 livres; besides 50,000 expended in furniture and horses. He kept in bank 450,000 livres, (independently of the sums belonging to government,) to wait opportunities of trying farther the fortune that had used him so well.

Paradès was kept in the Bastile four months; after which, nothing of consequence being proved against him, he obtained his liberty, and engaged the castle of Vrainville for his future residence, where he was styled M. le Comte by his domestics.

His restless spirit not suffering him to remain long stationary in any place, he made several voyages to Gibraltar, England, and Spain; then taking two of his stewards with him, who bore the name of *Richard*, and were believed by many to be his brothers, he retired to the island of St. Domingo, where he died, leaving a great part of his fortune, with his plans, manuscripts, and memoirs of his life, to

Richard the elder, who, in justice to his brother, or his friend, or both, it is hoped will not suffer them to be lost to the world.

The variegated history of this man will in some measure shew the impolicy of abrogating titles, and other honourable marks of distinction, which, as certainly as pecuniary treasures, form part of the riches of a state; as the most estimable reward Paradès proposed to himself, by the hazard of his life on innumerable occasions, was the Cross of St. Louis.

NAVAL LITERATURE.

The Importance of MALTA *to* GREAT BRITAIN, *as a Naval and Military Station, considered. By* GEORGE ORR, *Esq.* 8vo. 30 *pages.*

AS it is pretty generally supposed that the discussions at present subsisting between our Government and that of France, materially relate to the island of Malta, our readers will not be displeased if we bestow more consideration on this pamphlet, than from their nature we can usually bestow on such publications. Mr. Orr commences his pamphlet with affirming, that, "the French were so well aware of the importance of Malta, that on their expedition to Egypt they made it the first object of their arms: they considered it," he says, "as indespensable to the conquest of that country; as a *depot* in which they might with security lay up their stores, and draw them from thence as occasion might require." That these were the motives which induced the French to undertake the conquest of Malta we can by no means agree: on the other hand, we are inclined to think that its importance as a naval and military station, favourable for the prosecution of their designs against Egypt and India, never entered into the calculations of those who planned and executed the expedition to which we allude. The more probable causes which led to its conquest were, the wealth which it was well known Malta contained, the dissensions which prevailed among the Knights, and promised a surrender without a contest, and a desire to conciliate the favour of the Ottoman Government, by putting an end to an

Order that for so many centuries had been an inveterate enemy to the Turkish nation. Accordingly we find from M. Denon, that as soon as Bonaparte had made himself master of Malta, he ordered the Turkish slaves to be released, who otherwise must have continued in slavery during their lives, as the Maltese never exchanged or ransomed their prisoners. By this service he most probably hoped to secure the neutrality, at least, of the Porte; and his expectations on this head seem to have been well founded, since it must be in every one's recollection, that it was not until a considerable time after the French landed in Egypt, that the Divan was prevailed on to declare war against France. The same policy induced the French General, on his landing in Egypt, to declare, that he came not to separate that province from the Ottoman empire, but to chastise the insolence of the Beys and Mamelukes. It was certainly a matter of great importance to the French army engaged on this expedition to secure the friendship of the Ottoman Government, and scarcely any measure could be better calculated to produce that effect, than the act of destroying an enemy, insignificant indeed, but always troublesome; and the edge of whose hostility was sharpened by the keen temper of religious animosity. A more acceptable oblation could scarcely have been offered on the altars of Turkish despotism and imbecility.

With some regard to the wealth which it contained, but chiefly with a view of propitiating the Ottoman Government, we believe, that Malta was taken possession of by the French, in their way to Egypt; and so far were they from considering it as a *depot* in which their stores could be placed with security, to be drawn from thence at pleasure, that they took from the island more of every kind of stores than they left behind. Experience is a powerful adviser! We must suppose the French to have gained nothing from their disastrous experience of our naval superiority, before we can imagine that in the possesion of Malta they could suppose their designs against Egypt would be materiall facilitated,

If these arguments apply, it will appear, contrary to Mr. Orr's opinion, that as long as we retain our naval superiority, Malta can be of little service in assisting the French to obtain possession of Egypt. Should another war occur (though we deprecate the event, we do not dread the consequences), it is more than probable the French will again endeavour to make themselves masters of Egypt, and perhaps succeed; but we entertain no fears that they will be able to retain their conquest.

Mr. Orr is of opinion, that Great Britain should retain possession of Malta, in spite of the Treaty of Amiens; "for," says he, "while the French Government *cuts and carves* for itself at pleasure, could it possibly be wondered at, or could it possibly be objected to, that England should keep the solitary possession of Malta?" To this we must reply, that we should be sorry to see our country depart from the good faith and inviolable honour in which she has been distinguished in all her negotiations. France may violate the sanctify of treaties (whatever is there excellent in divine and human institutions which she has not trampled under foot?) but let not Britain, a nation so honourable among nations, be led astray by her example. The practice of what is vicious in another cannot justify evil in ourselves. It is with nations as it is with individuals; interest and honour are sometimes at variance; but in the concerns of a nation, far more than in those of an individual, the calls of honour should be superior to all other considerations. Must Britain be taught by France the law of nations? There is one kind of prostration and subjection against which a great and generous people ought to be peculiarly on their guard: the ascendency of bad example.—If in one instance we follow the example of France, shall we not hereafter, step by step, be led to invade, like her, the rights of neutral nations, to seize whatever suits our own convenience, and set at defiance those established usages which the courtesy of nations has so long rendered current in Europe?

Should Malta be given up, our author is of opinion, that it would be most expedient for it to be garrisoned by the troops of Sweden and Denmark, which Powers being less under the influence of France than the King of Naples, whose soldiers, according to the Treaty of Amiens, were to compose half the garrison of Malta, the neutrality and independence of the island would, by that means, be placed on a securer footing. To this we have only to observe, that it is highly improbable Denmark and Sweden would accept this charge, even were they solicited by Great Britain and France to undertake it.

Mr. Orr is of opinion that the late mission of Colonel Sebastiani, and the appointment of commercial agents to various ports of Egypt and the Levant, clearly indicate that the French have not yet abandoned their designs of Eastern conquest, and that they only wait a more favourable opportunity to carry them into execution. This is extremely probable: but we think the danger to be apprehended from any attempts of the French against Egypt, is less menacing than Mr. Orr represents it. They can have few partisans in that country, as long as the recollection of their atrocities is preserved. They can never land in Egypt with a better appointed army, or one more fitted for conquest, than that with which they set out on their late expedition; it was composed of veteran troops, and headed by a General to whom the fortune of war had been invariably propitious; yet we learn from M. Denon, a writer little disposed to crop the laurels of his countrymen, that this army never possessed an inch of territory in Egypt beyond the range of their cannon. Such probably would they again find to be the case, should they again invade Egypt.

On the whole, we are inclined to think, that Mr. Orr attaches more importance to Malta than it is really deserving of; and that so long as we retain our naval superiority, and neither our Officers nor our seamen degenerate from the courage and skill which they have hitherto shewn in defence of their country, Great Britain, single-handed, need never fear to encounter France.

A Voyage to the Indian Ocean and to Bengal, undertaken in the Years 1789 and 1790: containing an Account of the Sechelles Islands and Trincomale; the Character and Arts of the People of India; with some remarkable Religious Rites of the Inhabitants of Bengal. To which is added, a Voyage in the Red Sea, including a Description of Mocha, and of the Trade of the Arabs of Yemen; with some Account of their Manners, Customs, &c. Translated from the French of L. De Grandpre', *an Officer in the French Army. With Engravings, and a View of the Citadel of Calcutta. In Two Vols. 8vo. Pages, 563.*

EVERY thing that comes from France we are disposed to regard with no common degree of scrutiny and suspicion. This naturally gives a tinge to our sentiments, whatever may be the merit of the work which falls under our consideration; and to this is often added the disadvantage of perusing French authors through the medium of very indifferent translations. M. De Grandpré, however, is more fortunate in his translation than the generality of his countrymen whom we have lately seen in an English dress: the present version bears every mark of accuracy, the cardinal virtue of a translation, and will not offend the reader of taste with Gallicisms, or false English. If works must be translated from the French language, to gratify the curiosity of the public, we should read them with more satisfaction if they always appeared in a form as respectable as the present.

To enable our readers to form their own judgment of the merit of M. de Grandpré's Voyage, we shall present them with his account of the navigation of the Red Sea, and description of the port of Mocha.

From the Straits to Mocha, the navigation is perfectly safe along the coast, and there is good anchoring every where: but the approach to the town is dangerous, and in entering the road, care must be taken both to steer and to sound with exactness. Vessels should never go nearer than thirteen fathom water, on account of the sand-banks, and should then keep to the north till the front of the town

is in view, or the dome of the great mosque bearing east south-east. They may then proceed in safety to the anchorage, where they will have six or seven fathoms in a sandy bottom. The north fort lies between north-east by east, and north-east by north, within about half gun shot of a twelve pounder. There is another channel near the south fort, frequented by small vessels; but I would not recommend it, unless to those who are thoroughly acquainted with it: a vessel must moor with the best bower to the south, on account of the squalls, which in that quarter are very violent. The sea however is calm during their prevalence, being inclosed by the sands and reefs which shelter the road, while the sky, though the sun shines intensely hot, has every appearance of a hurricane.

When the monsoon is settled, the period of which is from the latter end of November to the beginning of June, the wind, blowing from the south and south south-east, comes charged with all the vapours of Abyssinia, and brings with it even the sand of that country. In consequence, the atmosphere seems inflamed, the sky looks red, nothing scarcely is to be seen at the distance of a league, and the burning sand carried along by the wind, every where scorches the vegetation. It is customary at Mocha to cultivate a great quantity of basil plants, with which the inhabitants decorate their apartments and windows; but these must be removed at the commencement of the southerly monsoon, or they would otherwise be killed, not only by the sand, which would destroy them, but also by the wind, the heat of which is sometimes insupportable. All communication with the vessels in the road is then interrupted.

A wind from the south lasts generally one, and sometimes two, quadratures; but at the new and full moon it is commonly succeeded, for the space of three days, by a northerly wind, which cools the air, and purifies the atmosphere.

The road of Mocha is of a circular form, describing an arc, of which the chord is the anchorage: the two extremities of this chord are defended by the forts I have mentioned. The small vessels of the country anchor near the shore, by a handsome pier, built for the convenience of loading and unloading. The seasons for entering and quitting the Red Sea are determined by the change of the monsoons, which do not, as in India, depend upon the equinoxes. The last days of November, or the beginning of December, bring the southerly monsoon; and from that period the currents set into the Straits of Babelmandel with a prodigious rapidity, till the commencement of June, when the wind veering to the north or north north-

west, they run in a southerly direction*. In the northerly monsoon, the vessels coming to Mocha cannot make the road on account of the violence of the wind, and are obliged to go to a neighbouring bay to anchor, which however they can leave in the intervals in which the north wind prevails. During the whole of this monsoon, those which are in the Red Sea must remain there, no vessels being able to surmount the united force of the wind and the current.

With the exception of a few Moorish ships, and one or two from Bengal, which come every year as far as Jedda, the navigation of the Red Sea is confined to vessels which they call *daous*. These are open boats, without any kind of covering, and which a heavy wave would be sufficient to fill and send to the bottom; but they are rarely exposed to such danger, from keeping almost always near the coast. Often they will make their way even between the land and the reefs, which prevent other vessels from approaching it, but across which there are passes with which they are acquainted. These boats are of a handsome form, and may be brought to considerable perfection. They carry a single square sail; and, though the mast is ill proportioned and aukwardly placed, and the sail often formed only of straw, they go through the water and perform their voyages in a very superior stile.

The business of the port of Mocha is performed by two large and very heavy boats, pointed at the ends, but how constructed I could not ascertain; apparently they were put together like the boats in Europe, but their shape was so singular, that I was at a loss what to make of them. They carry a mast, and an unwieldy sail of straw, made of pieces about two feet wide, and five or six long, sewed together. By the help of this sail, which it is difficult either to hoist or to manage, they perform expeditiously the business of the road; but every time they tack, being obliged to take it down before they shift it, they fall during these manœuvres so much to leeward in rough weather, that they cannot get to Mocha, and are compelled

* This is confirmed by D'Apres de Mancvilette. See the Neptune Oriental. This work is the result of the observations of the best navigators, and should be taken as authority, disregarding the reports of some modern travellers.

While the winds blow thus in the Red Sea, they vary in the gulf outside the straits; that is, as a general rule, they blow from the east between November and June, and during the other six months from the west: so that from November to June the wind is east in the gulf, and south-south-east in the Red Sea: and afterwards for six months west in the gulf, and north-west in the Red Sea.

to take shelter in the adjoining bay, whence they come the next morning to the pier *.

Mocha is situated at the extremity of the dominions of the Iman of Sana, in the province of Yemen, on a small bay, formed by an island of sand towards the south, and a ridge of rocks to the north. On each of the points of land which inclose the road, the Arabs have built a fort. These forts are a wretched kind of circular redoubts, the foundations of which are masses of granite; the embrasures also are formed of large stones or pieces of coral: but these openings, though tolerably wide, are scarcely more than two feet high. The whole is surmounted with a building of bricks, raised over the artillery like a crust over a pie, without any inside work, even so much as a beam, to give it solidity. It is only of the thickness of one brick; so that the wind, the rains, or the firing of the guns, is often sufficient to bring down this roof upon the heads of those who are beneath it.

These batteries, which a single shot would demolish, have a flagstaff, on which the standard of Mahomet is displayed every Friday: this is a red flag, with a white two-bladed sword in the middle. The figure of the sword is miserably delineated; the handle is extremely short, and the two blades are so aukwardly designed, that, instead of a sword, one might take them for a pair of breeches.

The town is of a circular form, and has six gates: of these, one is called the Sacred Gate, through which no foreigners are permitted to pass; and, if any one should be rash enough to attempt it in spite of the prohibition, he would expose himself to danger from the Bedouins, who are always encamped on the outside, and who might punish his temerity with a dagger.

The town is without a ditch or any external defence, and the wall all round is every where accessible. The foundations and first tier of the wall, to the height of four feet in some places, and in others only three, consist of large stones, intermixed with pieces of coral, which proves that the materials were scarce when the town was completed, and that they used for the walls whatever they could

* The latitude of Cape Babel-mandel has been determined by a series of observations, taken between that cape and Cape Saint Anthony, to be 12° 43′ north.—By D'Apres, it is 12° 45′.—By Bruce, 12° 39′ 20″.

Latitude of Mocha, 13° 24′.—By D'Apres, 13° 22′.—By Niebuhr, 13° 19′.

Variation north west: At Mocha, 12° 45′.—By D'Apres, 13°—By Niebuhr, 12° 40′.—At the Straits, 12° 54′—By D'Apres, 12° 40′.

The tides are 12 hours.—According to Niebuhr, 11 only.

The tide rises 4 feet.—According to Niebuhr, 3 feet 6 inches.

Longitude, by observation at Mocha, 43° 7′ east of Paris.

find. Next to these stones is a masonry of brick-work four feet thick, and extending to the height of from fifteen to eighteen feet. At the top a parapet is raised of the thickness of a single brick only, with holes, through which to fire musquetry. The platform may be about three feet and a half wide, and the whole is built so slightly, that on every violent storm, part of it gives way, and tumbles into the town. This feeble wall is fortified every four hundred yards by a large tower, similar to the forts I have described, and in the same defective state. Those which defend the Sacred Gate are the only ones capable of any resistance; they are in some degree firm, are covered, have even lodgements within, and perhaps would not, like the rest, be levelled by the first ball of a cannon.

On looking at these fortifications, it is plain—what will hardly be credited in Europe—that when a place is attacked, the assault is made by cavalry. Three or four shots will make a very large breach, which a further cannonade soon renders smooth and practicable for horses; the cavalry then set off in a gallop, and the town is instantly taken. This is their only mode of assault; they are ignorant of any other. The artillery is in the same rude state as their military tactics. It consists wholly of iron pieces, mounted on naval carriages, which they remove with great difficulty from one place to another. I was strongly solicited to enter into the service of the Iman, for the purpose of taking the direction of this part of their force; and for a while I would readily have consented, but for the fatal condition of the turban, which was not to be dispensed with, and which I could not even think of without shuddering.

The Description and Use of the Sliding Gunter in Navigation: By ANDREW MACKAY, *LL.D. F.R.S. &c. 8vo. pages* 155.

DR. Mackay is already favourably known to the public, as the author of some works on navigation, which have met with pretty general approbation. The present is not likely to detract from his reputation. Merchants and others employed in calculations are well acquainted with the uses of certain popular works, called "*ready reckoners*," and seamen who are induced from our author's treatise to use the "*sliding gunter*," will probably find their labour in *working a day's work*, materially abridged by it, at the same time that their calculations are performed with sufficient accuracy for common practice.

A clear and satisfactory Demonstration of the Longitude; also, a Demonstration of the Surface of the Earth; with an attempt to explain the error in our present System. To which is added, Tables of Degrees of Longitude, calculated with the greatest exactness for Sea and Statute Miles, from the Equator to eighty Degrees of Latitude. 4to. pages 9. Fig. 4.

THE discovery of an easy method for ascertaining the longitude at sea, has long been a desideratum in navigation, and at various times rewards have been proposed by different Governments to excite the attention of the learned to this important and useful object. Hitherto, though the science of navigation has been greatly improved, this object has not been obtained, and the highest rewards are still open to those who shall effect the discovery of it.

The author of the pamphlet under our consideration supposes, that the earth contains on its surface 32,400 square degrees, which is 8,100 less than computed, from whence arises the error that all places are situated due east or west of each other (except on the equator), at a greater distance than according to the common mode of computation. To what the author calls demonstrations, we must confess ourselves blind; and if he publishes more on the subject, as he intimates in his preface, we would advise him to profit by the experience of those who have gone before him.

Poetry.

ON A VIEW OF A SHIPWRECK FROM THE SEA-SHORE.

THE wild winds roar, a moment ceas'd,
A dreadful pause succeeds;
The shriek of terror strikes the ear,
The heart with pity bleeds.

No human aid can interpose,
The shatter'd bark to save;
The 'whelming waves resistless fill
The sailor's wat'ry grave.

No more the tender ties of home
Shall meet their blest return:
The wife, the parent, and the child,
Through many a day shall mourn.

The stormy night shall wake their woes
From some delusive dream,
When oft to their fond arms restor'd
The long lost friend shall seem—

The friend with whom, in early years,
Their happiest hours were known,
Whether by school-boy sports endear'd,
Or kindred claims their own.

Within the deep profound they rest,
Far from their native shore,
Till future ages pass away,
And man shall weep no more.

W. B.

THE CAST-AWAY.

(FROM THE POSTHUMOUS WORKS OF COWPER.)

OBSCUREST night involv'd the sky,
Th' Atlantic billows roar'd,
When such a destin'd wretch as I
Wash'd headlong from on board,
Of friends, of hope, of all bereft,
His floating home for ever left.

No braver chief could Albion boast
Than he with whom he went,
Nor ever ship left Albion's coast
With warmer wishes sent.
He lov'd them both, but both in vain,
Nor him behold, nor her again.

Not long beneath the 'whelming brine,
Expert to swim, he lay;
Nor soon he felt his strength decline,
Or courage die away;
But waged with death a lasting strife,
Supported by despair of life.

He shouted, nor his friends had fail'd
    To check the vessel's course,
But so the furious blast prevail'd,
    That, pityless perforce,
They left their out-cast mate behind,
And scudded still before the wind.

Some succour yet they could afford,
    And such as storms allow,
The cask, the coop, the floated cord,
    Delay'd not to bestow.
But he (they knew) nor ship, nor shore,
Whate'er they gave, should visit more.

Nor, cruel as it seem'd, could he
    Their haste himself condemn,
Aware that flight, in such a sea,
    Alone could rescue them;
Yet bitter felt it still to die
Deserted, and his friends so nigh.

He long survives, who lives an hour
    In ocean, self-upheld;
And so long he, with unspent pow'r,
    His destiny repell'd:
And ever, as the minutes flew,
Entreated help, or cry'd "adieu!"

At length, his transient respite past,
    His comrades, who before
Had heard his voice in ev'ry blast,
    Could catch the sound no more;
For then, by toil subdued, he drank,
The stifling wave, and then he sank.

No poet wept him; but the page
    Of narrative sincere,
That tells his name, his worth, his age,
    Is wet with Anson's tear.
And tears by bards or heroes shed,
Alike immortalize the dead.

I therefore purpose not, or dream,
Descanting on his fate,
To give the melancholy theme
A more enduring date;
But misery still delights to trace
Its semblance in another's case.

No voice divine the storm allay'd,
No light propitious shone;
When, snatch'd from all effectual aid,
We perish'd each alone;
But I beneath a rougher sea,
And whelm'd in deeper gulphs than he.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

Should you think the following Verses worthy a place in your much-admired work, by inserting them you will greatly oblige yours,

AMOR.

ALL you who've shook the trident of the main
O'er the proud heads of Holland, France, and Spain,
Spreading the triumphs of your native isle,
From northern Texel to the mouths of Nile;
Still conquering on, from Syria's spicy shore
To the strong citadel of rich Mysore;
Accept our welcome; ye on Syria's coast,
With her own arms subdu'd the Gallic host.
Deluded Monarch, what are now your gains,
Save that the conqueror honours your remains?
Some little mark of our respect you view;
But all is short of what we owe to you.
Teach us the paths of honour, then, to tread,
In which you have so nobly fought and bled.
With your permission let it be decreed,
Servants should follow, masters should precede;
Guide us to honour, then direct our aim,
The road that you pursue must lead to Fame.

SONG.

IF a landsman would know the true creed of a Tar,
Tell him this, just his wish to belay;
A sailor believes, foul or fair, peace or war,
'Tis all for the best come what may.

His heart at Humanity's post never nods,
Honest sympathy beams in his eye;
In battle successful; if not, where's the odds,
He won't run, but with glory he'll die.

His home and relations he seems to forego,
But his country new joys can impart;
For a true honest Tar, don't all of us know,
Finds a home in each Englishman's heart.

Britannia's his mother, his brethren are we,
And besides, 'tis with rapture I sing,
That each gallant lad, who for us braves the sea,
Finds a Father belov'd in his King.

LINES

Written and spoken by a young Gentleman to the tragedy of CATO, *acted for the benefit of the Sailors' Widows and Orphans, who died in the defence of their Country on the glorious First of August.*

PROLOGUE.

NOW all the youths of England are on fire,
And War's loud clarion drowns the peaceful lyre.
In former times, we're told, a Douglas and a Percy, ancient foes,
'Gainst England's throne a dread alliance close.
How different now! the sister nations claim
One common cause in George and Britain's name;
And, jointly arming in their Monarch's right,
Are confident against the world in fight.
Alas! that on a kindred island shore,
With horrid yell, Sedition's fiend should war.
Yet many a Chieftain there, to duty true,
Turns on his Sov'reign's foes a threat'ning view;
Bids his bold bands the sword of vengeance rear,
And dashing down Rebellion's impious spear.
Ah! soon o'er fair Eirin's rich domain
May loyalty re-assume her golden reign;
Whilst Gallia mourns, o'er her indignant coast,
Her tarnish'd laurels, and her captive host.

But lo! where Nile on Egypt's fruitful shores,
Swoln to the sun, her deluge current pours;
The din of battle sounds, near seats of old,
Where Sires and Saints immortal tidings told.
An atheist warrior, with gigantic pride,
The armies of the living God defy'd;
Britannia's sons the threat with horror hear,
And, fearing Heaven, disclaim all other fear;
By valour fir'd, by gallant N-LSON led,
Free to the winds the red-cross banner spread.
In vain the safe-moor'd fleet their anchors keep,
A massy bulwark floating on the deep.
In vein tremendous from th' encircling shore,
With brazen throat the thund'ring batteries roar;
Down sinks the baseless vaunt of atheist pride,
The victor's spoil, o'erwhelm'd beneath the tide;
Whilst the wild Arabs' desultory bands
The sight surveying from the neighbouring lands,
With shouts of triumph hail the conquering host,
And Albion's fame illumines Egypt's coast.
Ah, gallant heroes! in that glorious strife,
Who purchas'd deathless fame with transient life,
No fears of weakness dims your virtuous pride,
In Heaven and Europe's cause you bravely died!
O'er the blue wave, that shrouds the illustrious dead,
Her amaranthine wreaths shall Glory shed;
Angelic strains shall chaunt your bless'd decease,
And seraphs hymn you to the throne of peace.
But say, what sound of joy or fame can cheer
The orphan's sighs, or dry the widow's tear;
Yet, Britons, here ye may afford relief,
One thorn extirpate from the breast of grief;
Let them no humbler shafts of sorrow know,
Nor chilling poverty, embitter'd woe;
So when in future fights the generous band,
Firm in the cause of you and Britons stand,
Those in the tented field and stormy wave,
Who meet a timeless though a glorious grave,
Scorn each dearest bliss they leave behind,
In you shall parents, guardians, brothers, find,
Will yield without a pang their parting breath,
And, fill'd with England's glory, smile in death.

AMOR.

Imperial Parliament.

MESSAGE FROM HIS MAJESTY.

House of Commons, March 8, 1803.

The CHANCELLOR of the EXCHEQUER brought down the following Message from His Majesty:—

" GEORGE R.

" HIS Majesty thinks it necessary to acquaint the House of Commons, that, as very considerable military preparations are carrying on in the ports of France and Holland, he has judged it expedient to adopt additional measures of precaution for the security of his dominions.—Though the preparations to which his Majesty refers, are avowedly directed to colonial service, yet, as discussions of great importance are now subsisting between his Majesty and the French Government, the result of which must at present be uncertain, his Majesty is induced to make this communication to his faithful Commons, in the full persuasion that, whilst they partake of his Majesty's earnest and unvarying solicitude for the continuance of peace, he may rely, with perfect confidence, on their public spirit and liberality to enable his Majesty to adopt such measures as circumstances may appear to require, for supporting the honour of his Crown, and the essential interests of his people.

G. R."

The Chancellor of the Exchequer then moved, that the House should, to-morrow morning, take this Message into consideration.

HOUSE OF LORDS, WEDNESDAY, MARCH 9.

The Order of the Day for taking into consideration his Majesty's Message being read;

Lord Hobart stated, that he with confidence hoped, when their Lordships considered the nature of the communication before them; when they considered, that in consequence of great military preparations carried on by France in the ports of that country and of Holland, his Majesty had found it necessary to adopt additional measures of precaution for the security of this country;—his Lordship hoped there would not be a single Peer in the House who would not give his support to the motion which he had now to make. The nature of the discussions alluded to in his Majesty's Message, he trusted, it would be thought by the House unnecessary and improper for him to describe. These discussions he had no reason to think would terminate to the dissatisfaction of his Majesty's Ministers; but he, at the same time, did not pledge himself that such might not be their issue. He had also no reason to suppose that the military preparations carrying on in France were not intended for the protection of her Colonies. Preparations, however, of such magnitude, were not to be viewed with indifference by this Government; nor could we, consistently with the safety and honour of the country, see them advancing, without making some additional preparations on our part. He trusted the House would repose confidence in his Majesty's Ministers, so far as to believe that they would not unnecessarily plunge the country into war. The best method of preserving the blessings of Peace, was to be in some state of preparation to maintain the national dignity. He concluded

by moving an Address to his Majesty, which was exactly an echo of the Message.

EARL SPENCER trusted, with the Noble Lord, that the Address to his Majesty would be unanimously agreed to. Those who knew his sentiments, and recollected what passed on a former occasion, must be sensible, that, in expressing this hope, he did not go upon any new conviction that had arisen in his mind as to the propriety of a measure, the necessity of which had formerly existed. Had such steps been taken at an earlier period, he would venture to say, that the dangers which we now dreaded would by this time have been removed. Late, however, as the proposal for adopting precaution and preparation came, he hailed its approach. He viewed it as the only means, he should not say of our safety, but of preserving us from destruction. He trusted, and he knew, that there was not a man in that House, he believed there was hardly a man in the country, who would not spill the last drop of his blood, or give the last guinea in his pocket, to support the honour and independence of these kingdoms against the restless and aspiring ambition of our powerful opponent.

LORD GRENVILLE ſpoke to the same effect. He said, that after what had fallen from the Noble Earl, it was unnecessary for him to offer more than a few words upon the question. He highly approved of the vigorous measures that had at length been adopted, and of course should give his vote for the Address.—The present proceeding went to pledge Government and the Parliament to a line of conduct the most likely to enſure a continuance of the blessings of Peace; and if Peace could not be preserved, the state of preparation in which the country was about to be placed, afforded the best means of enabling us to combat the enemy with success. Had a similar spirit and vigour been manifested by Ministers at an early period, the present necessity, in all probability, would not have existed. The views and artifices of the French Government could not be watched with too suspicious an eye; and he sincerely hoped that the present measures would be the means either of securing the Peace, or of enabling us to recommence hoſtilities with every prospect of success.

EARL MOIRA, while he approved of the motion, and of every measure which could tend to satisfy his Majesty of the wish of the House to lend him every assistance in their power to support the dignity, and secure the safety, of the nation, could not think it consistent with the honour of the House, or with the spirit of the country, that the Address should pass in the way in which Noble Lords seemed to incline. The Noble Secretary of State had not been pleased to inform their Lordships what change of circumstances had taken place since the subject was last before the House, to induce them now to resort to measures of preparation and defence, which were then represented as unnecessary. France was then possessed of the same extent of coast, had the same armies on foot, the same hostile disposition she has now. The danger then seemed to exist as much as at present; but we last summer continued to disarm, as if we were in perfect security. He hoped Ministers would feel it their duty to take an early opportunity of satisfying their Lordships in this particular. He trusted it was not meant to hold out to the country, at a future period, that by the step thus taken by Ministers, any concessions had been made by France which would not otherwise have been granted to them; still less, that it was their intention to make any improper concessions on their part. Probably Ministers were afraid, by an open declaration, of offending the First Consul of France, that modern Hannibal, who with the most vindictive malice, has vowed, upon the altars of his

country, the destruction of these kingdoms.—Such fear, however, so far from securing us against his ambition and resentment, would be the certain means of exposing us to their effects. We are told, indeed, that single-handed we are not able to meet this powerful opponent. Let him consult the History of the late War upon this point; let him recal to his recollection the lesson he received from a Noble Lord near me (Lord Nelson); let him also remember the lesson he received from another Noble Lord in the House (Hutchinson); and let him learn from these examples, that it is, when single-handed, when unaided by allies, that British valour appears most conspicuous. To argue the point fairly, as between two honest Englishmen, it would be sufficient for the one to say, "It is my wish to remain your friend: here is a line, however, which bounds what is dear to me, and which you must not pass; if you attempt any encroachment, our friendship terminates." Let Ministers hold such language to Bonaparte. If his be the sovereign power in France, and he reject their overtures, the French people will then see that he is the cause of involving the two nations in the renewal of hostilities; that his restless ambition brings on them the calamities of war. It is necessary, however, that the people of this country should be warned of the situation in which they stand. They should be prepared for every thing which possibly can happen. Far from weakening, it will add a nerve to their exertions. They ought to be prepared to expect the army of the enemy in this country; and ought to know that the First Consul of France, coldly calculating, has one which he is ready to sacrifice in an attempt at their destruction; nay, that they will direct their rout to the capital, in which his only hope could be to create confusion. This could be his only object in an attempt at invasion. For the protection of the capital, an army ought to be stationed to meet the enemy before its approach. The General who commands this army, if he do not engage the enemy instantly, and long before they come near the capital, should lose his head. By engaging the enemy, he meant not a partial engagement, but one which should have the effect of deciding the fate of either or both armies. There was no cause, his Lordship apprehended, for despondency. If ever an hostile army landed in this kingdom, few of them, he believed, would return to their native home; none of them with cause to vaunt of the easy conquest of British valour. The King's message would produce a serious alarm throughout the country. The disaffected would no doubt raise their heads, and their hopes would revive, while the spirits of the people would necessarily be considerably agitated. It was, therefore, the more desirable that Parliament should not hold a cold or desponding tone; that they should not betray any thing like a dread of meeting unavoidable difficulties. Let their Lordships declare their readiness to support, with zeal and unanimity, a Sovereign who, during a long reign, had endeared himself to his people; to support him in maintaining the dignity of his crown and the safety of the country against any foreign attack or encroachment; and the spirits of the disaffected would sink, their hopes would vanish, while the energy and activity of the people at large would rise in proportion. He wished the Secretary of State had held this kind of high and animating language, as he was sure it would have been echoed back by the country. Lord Moira apologised for saying so much: it was not his intention to speak so long when he rose; but he could not suffer the motion on the Message to pass off without accompanying it with sentiments such as animated every British breast, and such as would tend to convince his Majesty, that he might rely for the firmest and the most

liberal support in that House, while they would shew the enemy (his Lordship apologised for the word enemy; he spoke too much from feeling, he said,) that they would have to contend with a united people.

Lord Auckland did not wish to give a silent vote upon the question. He had all along thought the Peace lately concluded with France, one upon which little reliance could be placed. Even before the definitive treaty was concluded, the French Government had given cause to suspect its sincerity. Its conduct since, in interfering in the internal government of every other neighbouring country, must have afforded additional grounds of suspicion. The assurance too, with which it presumed to call in question our right to interfere in the affairs of the Continent, and to maintain that we were bound to regulate ourselves agreeable to the Treaty of Amiens, while they, on the other hand, were daily acting in opposition to the terms of that treaty, was still more remarkable; as if the Treaty of Amiens ought to be binding upon Britain, and not upon France. His Lordship declared it to have been his uniform sentiment, that if any of our allies upon the Continent at any time stood in need of, and demanded our assistance, we were called upon, both for our own safety and for the interest of Europe, to lend them every assistance.—His Lordship stated, that he thought it proper that the public, with the eventual prospect before them of being again involved in war, should have pointed out to them some of the resources upon which they had to depend. The Noble and Brave Commanders alluded to by Lord Moira still remained, ready again to lead their fleets to victory; their sailors and navy were still the same; their colonies in the West Indies were in a flourishing state, and in the East they possessed an empire seldom equalled in magnitude. The state of the revenue of the country was flattering beyond all expectation. Our annual revenue exceeded the interest of our debt by 17,000,000l. In the year 1792, our revenue exceeded the interest of our debt only by 7,000,000l. being an increase, since that period, of 10,000,000l. Of the national debt there was paid off daily, in consequence of the sinking fund, 20,000l. which afforded us the flattering prospect of one day possessing a clear revenue of 34,000,000l. annually.—This flourishing situation of our finances was owing to the measures adopted by the late Ministry, and persevered in by the present. He wished these circumstances to be known to friends and detractors, to natives and foreigners. They must convince all, that if we are forced into a war, we are provided with the best means of carrying it on.—Rather than permit the honour of the country to be committed by the present discussions between this country and France, there could be no doubt but all these resources would be called into full exertion.

Earl Moira and Lord Auckland severally explained.

After which the motion for the Address was put, and carried unanimously.—Adjourned.

The Chancellor of the Exchequer moved the Order of the Day for taking into consideration his Majesty's most gracious Message. —The Message having been read by the Speaker accordingly,

The Chancellor of the Exchequer said, "I rise for the purpose of proposing an Address of Thanks to his Majesty for his most gracious Message of yesterday, and I trust I feel a well-grounded confidence that the appeal which his Majesty has judged it proper to make to the public spirit, fortitude, and liberality of his Parliament, will not be in vain. I would observe, Sir, that there are two particular points included in the Message; the one refers to the military preparations which are carrying on in the ports of France and Holland, and

the other to the discussions of considerable importance which are now carrying on with the French Government. Either of these points are of a nature to require a vigilant circumspection on the part of his Majesty's Executive Government; and when combined together, they demand not only suitable vigilance and attention, but also proportionate measures of precaution. It has been stated to Government, that the preparations which are now going forward in the ports of France and Holland, are avowedly for the purposes of colonial service. This is the possible, and I hope I may venture to say the probable, destination; but when it is stated to this House that the result of the negotiations now depending is uncertain, it will obviously strike every Gentleman's mind that such preparations may eventually be employed to very different purposes, affecting our vital interests, and which this country would feel itself bound to counteract. I trust that the House will not expect, in the present stage, any particular or detailed account of the nature or progress of those discussions referred to in his Majesty's Message, and that I may be allowed to confine myself to the expression of my hopes, that the result will prove to be such as is connected with the true interests of these countries: but should it prove otherwise, his Majesty, I know, may confidently rely on his Parliament, and the tried magnanimous spirit of the country. If that, unfortunately, should be the result of these discussions, as to require a warlike position, a result which I would reluctantly suppose, the House may expect every detail connected therewith to be laid before them. With respect to the measures which it may be proper to adopt in the present state of affairs, I am not now prepared to go at large into such a discussion. It will, however, naturally occur to Gentlemen, that it will be expedient to cause some augmentation to be made to his Majesty's naval forces, and also to take some farther measures for our increased internal security. I expect to be entrusted with a message from his Majesty, stating, that his Majesty has recurred to the constitutional measure of embodying the Militia; and whilst it will be with regret to his Majesty that those persons who have so lately made a sacrifice of their domestic comfort to the public service should again be called upon, he feels confident that the same patriotic ardour will discover itself, when the exigency of affairs, and the defence and welfare of the country, shall be found to require it. The House will be pleased to observe, that all that is stated in his Majesty's Message has a reference to a system of defence, and refers only to measures of precaution. I am sanguine, therefore, that the House will give proof of an unanimous determination to enable his Majesty to adopt such measures as may be necessary to answer these purposes. The sense of the House will not thereby be pledged to any specific measures that may in future be proposed; nor will any Gentleman be precluded from canvassing the propriety or impropriety of the proceedings of the Executive Government. I trust, therefore, that whatever differences of opinion may subsist as to the policy or impolicy of peace or war, and particularly as to the conditions of the late peace, there will be found to be an unanimous concurrence in supporting the motion which I have now the honour to propose for the adoption of the House." Mr. Addington concluded with moving,

"That an humble Address be presented to his Majesty, to return his Majesty the thanks of this House for his most gracious Message.

"To assure his Majesty, that his faithful Commons are fully sensible of the fresh proof which his Majesty has thus afforded of his unceasing attention to the welfare of his people.

"That under the circumstances which his Majesty has been graciously pleased to communicate, they cannot hesitate to concur with his Majesty in thinking it expedient to adopt additional precautions for the security of his dominions.

"That though the preparations to which his Majesty refers, are avowedly directed to colonial service, yet, as discussions of great importance appear to be subsisting between his Majesty and the French Government, the result of which is at present uncertain, his Majesty's faithful Commons, whilst they partake of his Majesty's earnest and unvarying solicitude for the continuance of peace, will, with the utmost chearfulness, support his Majesty in the adoption of such measures as circumstances may appear to require, for maintaining the honour of his Majesty's crown, and the essential interests of his people."

The question being put;

MR. FOX said, he did not rise for the purpose of opposing the motion for an Address, or of disturbing the wished-for unanimity upon this occasion; he wished merely to say a few words, that he might not be afterwards concluded to have committed himself by assenting to the present motion. It forcibly struck his mind, as he thought it must do that of every other Gentleman, that upon no occasion had the House ever been called upon to give a vote in a matter of equal importance, in which they were left in such complete darkness as at present. A vote in general terms, by way of returning thanks to his Majesty for his gracious communication, and to express their determination to support the honour of his Majesty's crown, and the essential interests of his people, no Member certainly could refuse to give. The Message, he observed, included two grounds. With respect to the military armaments fitting out in the ports of France and Holland, that was a ground of fact on which he had little to say. On the ground of the discussions which were now going forward with the Government of France, he considered that there was nothing pledged in the opinion of any one Member who was called on to support the present Address. His Majesty having given the House no hints of what nature these discussions were, he could not, therefore, give any opinion whatever, although he could not but suppose that the subjects of discussion were important. Under such circumstances, he must insist that the Address could convey no other meaning than simply this, that the House was obliged to his Majesty for his communication; that they were anxiously solicitous for the continuance of peace, and that they were equally ready to support his Majesty, if the blessings of peace cannot be maintained."—Mr. Fox concluded by saying, "There is only one thing that remains to be added, and it is this, that I do hope his Majesty's advisers will seriously consider the present situation of the British empire; and that if they should involve the country in a war which should afterwards be found not to be necessary, they would be found to be more guilty than any Minister that ever advised such a measure in any other period of our history."

LORD HAWKESBURY remarked, that the Right Hon. Gentleman (Mr. Fox) had only misapprehended his Right Hon. Friend (Mr. Addington) in one point. As to the two grounds contained in the Message, he seemed to suppose that his Right Hon. Friend had stated, that either of them was a sufficient reason for the Message itself, and for the proposed measure. But what his Right Hon. Friend had stated was, that either of these grounds would be sufficient to adopt measures of vigilance; but, that the combination of both called for something more, and had induced Ministers to propose measures of

precaution, in addition to measures of circumspection. His Lordship agreed, that the Address now proposed, could not commit the House as to any subjects of discussion now subsisting between his Majesty and the French Government. If unfortunately these discussions should lead to war, it would be the duty of his Majesty's Ministers to lay before the House all the information respecting their conduct, and the causes of the war. He would go farther, and say, that it would be right for Ministers, under the peculiar circumstances of the country, not to confine that communication to subjects immediately depending; but that they should also lay before the House and the country the whole conduct of Government since the signing of the Definitive Treaty of Peace. By the Address now moved, the House would pledge itself to nothing but a firm determination to maintain the honour of the Crown, and the welfare of the country.

MR. WINDHAM said, he agreed with the Right Hon. Gentleman (Mr. Fox) in judging, that by the measure now proposed, the House was placed in rather a hard situation; because he did not think it was sufficient for the House to be told, that hereafter they should be put into possession of the grounds of the present procedure of his Majesty's Ministers. He was fully of opinion, that the House ought to have been enabled to form a judgment, when measures of so serious a nature as the present were proposed. The House at present literally knew nothing. From the period of signing the Definitive Treaty, now a twelvemonth ago, and though another considerable armament was called for, yet no information had been afforded.—He therefore must, for one, enter his protest against the mode now adopted by his Majesty's Ministers towards that House. He observed, that the force now proposed to be got in readiness, was stated to be merely a defensive force. But he thought it was proper to know whether such a force as that about to be raised, ought not to be considered as fit to be used prudentially, either as a defensive or an offensive force? Undoubtedly every force at first must be considered as being of a defensive nature; but what he wished to know was, whether the Right Hon. Gentleman (Mr. Addington) meant that this force was of a nature only capable of being used as a defensive force? He felt very doubtful of the propriety of Ministers placing the House in the situation in which it at present found itself; at the same time that he concurred in the propriety of what had been advanced, that by the present Address the House pledged itself to nothing specifically. A Right Hon. Gentleman near him (Mr. Fox) had said, in the perfect spirit of all his policy for these ten or fourteen years past, that peace was his first object. Be it so. But from the present want of information the House was completely at a loss to determine whether peace or war was necessary or not. He trusted that no ill-founded conclusion would be drawn from his having been an opposer of the terms of peace, as if, in conformity with the principles he had advanced, he, or any Gentleman who had concurred in opinion with him, would catch with pleasure at any prospect of the renewal of the war. He hoped it would not be thought that the opposers of the peace of Amiens would be the foremost to propose the renewal of hostilities. The very reverse would be found to be the legitimate result of the principles they embraced; for in proportion as they had opposed that peace, it must, in candour, be acknowledged to be unlikely that they should wish for a renewal of the war, inasmuch as one of the grounds of their opposition to that Peace was, that if war should again be necessary, the terms of that Peace would put the country out of a condition to go to war again. Therefore no person holding those opinions could now contemplate a renewal of the

war without serious alarm. He would not, however, indulge that feeling so far as (like the Right Hon. Gentleman, Mr. Fox) only to view the evils of war. For the tendency of that Gentleman's opinion, and with which he could not possibly agree, was, that war was an evil with which no other stood any comparison. But he apprehended this country might be brought into such a situation as to be led to perceive the danger of peace as well as of war; and that we might go on as rapidly to destruction in a time of peace, as in a state of war. Under this impression, he could not say that the scope and tendency of the Right Hon. Gentleman's unqualified opinion met with his entire concurrence. He rather wished to take out the sting of his concluding observation, whilst he ventured to tell his Majesty's Ministers that they were not only to regard the responsibility of making war, but the responsibility also of not making a proper peace. He only begged to mark the fact, and advance the position, that Ministers were equally responsible in both respects.

Mr. Sheridan rose after Mr. Windham, and said, that finding the House unanimous in its disposition to support the Address, although trivial distinctions had been taken as to the grounds on which it ought to be supported, he should have been well content to have given his silent vote of approbation to it, but for some sentiments and expressions in the speech of the Right Hon. Gentleman who had just sat down, which struck him as the most extraordinary and reprehensible he had ever heard in Parliament. The Right Hon. Gentleman had appeared to-day in a state of new and unusual anxiety to deprecate the idea that he, and those who had thought and acted with him, because they had been avowedly hostile to the Peace, and therefore avowedly for the continuation of the war, should now be otherwise considered than as the men the most zealously disposed to maintain the Peace.—Nay, the Hon. Gentleman had gone further; for he had maintained that those who had condemned the Peace on his principles, were peculiarly entitled to the credit of being the persons now most reluctant to the renewal of war.—Mr. Sheridan said, he would not now pause to examine the consistency of this claim, if compared with the Hon. Gentleman's former declarations on this subject; but he called on the House to look at the argument set up this day. We that opposed the Peace, said the Hon. Gentleman, must be presumed to be the persons most reluctant to renew the War, because our strongest motive and argument for condemning the Peace was, that it left us no means of resenting future injuries; or, on whatever provocation, of renewing future hostility. But he went further still; for he declared, that even if our existence, as a nation, was the question, the Peace had left us without ability to meet the contest. This pusillanimous doctrine Mr. Sheridan reprobated in terms of animated indignation (*accompanied by applauding cheers from all parts of the House.*)—"What, Sir, he said, is this language to hold at such a moment as this present? I have heard, indeed, that the First Consul of France has modestly proclaimed to the vassal Thrones of Europe, that England is no longer able to contend, single-handed, with France—but I did not expect to hear this sentiment re-echoed and acquiesced in by a Member of the British Parliament." (*Loud and indignant cry of hear! hear!*)—Mr. Sheridan proceeded to say, that whatever were the motives of that *new* reluctance to war, which seemed so suddenly to have seized the Right Hon. Gentleman, his reluctance could not be more earnest and sincere than his own was. He deprecated war from every feeling of his heart, and every suggestion of his reason. He adjured Ministers to try to their extent, what temper, what conciliation, what even concession,

without forfeiture of honour, could do;—but if all these sincerely attempted should fail, and the dire necessity of renewing the war should be forced on us, he would not endure for a moment to be told, that the energies of the country were so exhausted, that we had no course left but submission. No, he trusted that in spite of the audacious boast of the First Consul, that it would be manifested to him, and even to the Right Hon. Gentleman, that there were still left spirit and resources in British hearts, not merely to protect the *existence* of their country, but to avenge the slightest insult upon its honour. He trusted that the illustrious example set that day by the first of his Majesty's subjects, would be considered as a signal to every other subject throughout the British dominions—a signal that they should feel the importance of the crisis, that they should, like him, lay aside all personal considerations, and even all public considerations of lesser interest, in order to meet with fortitude and unanimity, the peril of that situation, whatever it shall become, which hostile and insatiate ambition may place us in, and which our moderation and forbearance have not been able to avert.

Mr. Windham briefly explained, and denied that he had used the language imputed to him by the Hon. Gentleman.

The question was loudly called for; when

Mr. Canning rose, and observed, that the simple question to be considered, was, whether the explanation which had been given, was all that the House and the country were intitled to receive?—He had waited to see, whether such an explanation as he had expected would be given, before he presumed to rise, and state his sentiments to the House. It had been stated, and very properly, by a Noble Lord (Hawkesbury), that, in the event of war, every information would be given; but hitherto he had not heard any intention intimated of communicating the grounds of the present alarming apprehension and anxiety. He was not disposed to comment on such conduct; only he could not help remarking, that it seemed hard dealing towards a generous people, and that it was not that sort of communication which ought to subsist between the Government of this country, and a people who had shewn a docility and readiness to adopt the impressions of the Executive Government.—These feelings ought not to be treated by a reserve, which could only be equalled by the most despotic Governments. He believed there never was an event of equal importance with that which had been announced in his Majesty's Message of yesterday, by this time so little known, or so little promised to be communicated. Impressed with this sentiment, the present seemed to him to be not an improper moment to put the question, what was the amount of the explanation which that House and the public were to expect to receive?—a question which he was the rather induced to put, considering the anxiety of the public to receive some further information on the subject.

The Chancellor of the Exchequer said, that it was very true there was no intention on the part of Government of communicating such details as the Hon. Gentleman seemed to wish for, except under the alternative of war; at the same time, it had never been stated that no communication would be made under any other alternative. For his part, he would give no pledge: but whatever communications might be made, more or less, he begged to assure the Hon. Gentleman that he disdained the reserve imputed to him; and the House might rest assured, that he would never withhold any communication which could be made to it, consistently with a due regard to the public interest

The Address was then unanimously voted. It was ordered, that such of the Members as were of the Privy Council, should carry it up, and present it to his Majesty.

THE CHANCELLOR OF THE EXCHEQUER gave notice, that he would, on Friday next, move for an addition of 10,000 seamen.

COMMITTEE OF SUPPLY, MARCH 10.

The House resolved itself into a Committee of Supply, Mr. Alexander in the Chair.

MR. GARTHMORE moved, that 10,000 men be employed in the sea service of Great-Britain for ten lunar months, including 2400 marines.

MR. FRANCIS rose and said, that whatever he should offer on the present motion, was the result of deliberation and much reflection. He was not present when the Address was voted to his Majesty, in consequence of his gracious Message, but he understood it passed with acclamation. This was generally a matter of course; but what was offered on the subject might be misrepresented in other countries, particularly in France.—The observations he should offer, he assured the House, did not arise from personal pique, but were the result of deep reflection. He could have no personal objection to his Majesty's Ministers, because, from the time they came into power to the present moment, he gave them his confidence and support. It was the prerogative of the Executive Power to make war, it was true; but if on enquiry it was found to be unnecessary or unjust, the House, if it conceived the advisers of his Majesty acted with treachery, could impeach and punish them; or if they acted with incapacity, it could petition the King for their removal. He asked the House, and every reasonable man in the country, if, in obtaining Peace, the country had not made great sacrifices, and paid full price? He hoped every thing had been done by Ministers to avert the calamities of another War, for every thing was at stake on the result of a renewal of hostilities. If Ministers made it manifest that the aggression was on the part of France, then every man in the British empire would unite heartily in the cause, where every man's fortune, family, and safety, were at stake. Until Ministers give every necessary explanation, they could not expect that the House would continue its confidence. It was necessary that they should give Parliament and the country every reasonable explanation before we were plunged in a contest that might be determined on British ground. He lamented when he saw so many men of talents around him excluded from his Majesty's Council, whose capacity, intelligence, and experience, might be employed, at a crisis so important, for their country's good. When such men were excluded from his Majesty's Government, he hoped the motion before the Committee would not pass unanimously without previous discussion. There was now at the head of the affairs of this nation, a Ministry, among whose numbers was not a single name distinguished on the account of high public talents. How was it possible, not to be disheartened, when the head was displaced from its proper station, and the basest part of the body exalted to do its functions?

THE CHANCELLOR OF THE EXCHEQUER, in expressing his sentiments, said, he should not follow the course adopted by the Hon. Member who had just sat down, and abstain from every thing appertaining to personal hostility. From what principle the Hon. Member had commented on the motion, or from what principle he made his observations, he was at a loss to know, consistently with the vote of a former night. If the Address passed with acclamation and with una-

nimity, was not the prudential reſtraint observed in the language used by Gentlemen on that night, necessary to be observed on the present occasion? The Hon. Member observed, if hostilities should ensue, then great abilities and great talents should not be excluded from his Majesty's Councils. He assured the Hon. Member, that no man lamented more than himself his own deficiency, at a crisis like the present; but no man, he was convinced, had more ardour, zeal, or attention in the discharge of a great and arduous duty. He was at a loss to know why, after the abilities had been excluded, to which the Hon. Member alluded, his Majesty's Ministers should have enjoyed the Hon. Gentleman's confidence so long. It was consistent with the Constitution of the country, that the prerogative of the Crown had the power of making War and making Peace. If Peace had been made inconsistently with the honour and safety of the country, his Majesty's Ministers were responsible to the House and to the Nation. If it appeared that Ministers deserted none of those principles, when they advised his Majesty to make Peace, then he contended they did not deserve either reprehension or reproach. There was no advice given to his Majesty with respect to the discussion now before the House, that was not in the true spirit of Peace. The Hon. Member had said, the House should have more explanation on the subject than had been given, with respect to the points in discussion. Such a sentiment, he conceived, did not accord with his knowledge and experience. It were indelicate to betray all the variations in the tone of the language spoken between the negotiating powers. It were dangerously indelicate, perhaps, in this very instance, to discover which of them had spoken a too high language, from which it was induced to recede. He must entreat the House not to draw from the present silence of Government any inference, as if they had spoken a language to the power with which they were in negotiation either too rashly arrogant, or too tamely yielding. If the explanation was given, the consequence would be, that some Gentlemen would say, the point at issue was such as should not induce a renewal of the War; others might say, that it ought; and others, that it was a trifle unworthy of contending about. It might be thought a circumstance of aggression to one party, and the reverse to another. To what would this lead? To embarass the discussions now pending, and become the element of future discord and subsequent War. If a larger vote was deemed necessary, then Ministers would have the honour of the Hon. Member's support: how, then, could he withhold it on the present occasion? Mr. Addington concluded by assuring the House, that Government had not deviated from the course it had professed to follow. Ministers were guided by moderation, but, at the same time, firmness, and were determined not to compromise the security and honour of the country.

Mr. Dent, instead of voting only 10,000 seamen, wished to introduce an amendment of the motion, by which the number should be augmented to 25,000, making the total number of seamen for the service of this present year 75,000.

Mr. Fox expressed himſelf concerned that the Hon. Gentleman (Mr. Francis) was not present on a former discussion. Some Gentlemen were disposed to vote any number of men; but he could not conceive that they acted consistently, when they were deprived of all explanation on the subject, and were left so completely in the dark. His objection was on constitutional grounds; because Ministers called on Parliament to renounce its whole duty to the Public, to place, for an unlimited time, its confidence in his Majesty's Ministers. The prerogative of the Crown, agreeably to the constitution, was to make War and to conclude

Peace. But if it was contended that such power was unlimited, and without controul, then the proposition was monstrous. He contended the power was limited in substance, though not in theory. In case of making War, the House had a negative power to resist the Royal prerogative, by declining to grant the supplies. Both branches of the Legislature were a party in War. His Majesty, in first stating the grounds of making War, asked for the supplies; if Parliament approved, then they were granted; and if they afterwards differed, they could induce his Majesty to make Peace, by withholding the means of prosecuting the War. This power, in the reign of Charles II. occasioned a dereliction of the Dutch War. Ministers now come to Parliament, and say, that his Majesty's Message is sufficient to induce the House to come to a vote without further explanation; by which means they make the House a party to the War, without any knowledge of the cause for which it is commenced. He well knew that there was a precedent for such a proceeding, with respect to the Russian Armament; but there was nothing in that business to recommend it as a precedent on a subsequent occasion. He stated it as his decided opinion, that Parliament should not shew a similar docility to the Executive Government. It was possible, that if an explanation was given, Parliament might differ with Ministers, and vote the War unnecessary. With respect to the Administration, if the present business terminated in War, it was not *prima facie* evidence that the Treaty of Amiens was unfit to be made. It was first necessary to be known, whether the question was disturbed by the misconduct of France. If Ministers risked another War, they stood on their own ground, and had nothing whatever to do with the Treaty of Amiens: and those who supported that Treaty did not act inconsistently, if they disapproved of the subsequent conduct of his Majesty's Ministers. In getting rid of the War, they got rid of great incumbrances—not of Allies, for those this country got rid of before—they had got rid of the detestable principles—principles on which the War had been commenced, namely, that we were fighting for religion and social order. He did not mean to assert that religion and social order were detestable—no, he meant to say, that the gross hypocrisy of asserting that such was the cause of the War, was odious and detestable, and consequently the country had got rid of a detestable incumbrance, *(hear! hear!)* namely, that of *hypocrisy*. Ministers, however, he conceived blameable, in not giving the House any information on the subject. They did not say whether the point at issue was connected with either Malta or Alexandria; on that subject the House was totally in the dark. If the War was necessary to restore this country to her rank and state in Europe, then it was just and necessary, and it was absurd to suppose that every British subject would not join hand and heart in so just and so good a cause *(hear! hear!)*, and cheerfully concur with his Majesty's Government. He knew there was not spirit wanting in the people of Britain to repel, with indignation and success, every degree of aggression, let it proceed from what quarter it may; but British courage would not be roused by false pretences, or high sounding words. The armament, in its nature, was hostile; the vote, therefore, of that night having in its view a measure of such a description, and of such an import, tending in its result to increase suspicions, and thence jealousies and war, required the most mature and deliberate attention. He, however, in repeating these sentiments, desired it might not be understood, that either in the circumstance of expressing his ideas on the subject, or in the vote he gave for the Address, he pledged himself beyond the principle of thus giving that vote under the influence that Ministers would speedily satisfy the House and the Country that they

had cogent reasons and incontrovertible proofs for re-kindling the embers of War, and replunging Europe into a dreadful repetition of its horrors. That Ministers might be justified in the steps they were taking, was what we had no cause then to dispute; but if it should hereafter appear, that, instead of the aggression originating in the councils of France, it proceeded from the wantonness of our armaments here; then, indeed, his Majesty's Ministers will have heaped upon their heads an awful responsibility, and the national vengeance could not sufficiently resent or punish their delinquency. He disagreed with his Hon. Friend, that all men of talent were excluded from his Majesty's Councils, when he saw Earl St. Vincent at the head of the Admiralty. If War was absolutely necessary, he disdained to repine. Our military Officers had evinced, during the last War, that they were as skilful as any in Europe; and as to the character of the British soldiers, it never could have been greater; for they proved by their constancy, fortitude, and good discipline, that they preserved their pre-eminence in every action in which they had engaged.

MR. FRANCIS shortly explained.

LORD HAWKESBURY, in explanation, observed, that Ministers neither signified or intended to withhold from the Public, in convenient season, every information they could desire upon a subject which, he admitted, so nearly and so deeply interested them; but if it should be found as necessary in the termination of the discussions now pending, to avoid promulgating them, as it is necessary at this moment to withhold them, surely Gentlemen would not think it unreasonable in him to declare, that the same prudence should guide Ministers in that instance, as now governs them in this; and more, he trusted, could not be desired at this crisis; pledging himself fully and unequivocally, that all the satisfaction the Public ought to have (and entitled to the fullest satisfaction they were) should be afforded them, when their own welfare, and the welfare of the State, enjoined it. He agreed with the Hon. Gentleman opposite to him (Mr. Fox), in the principle of the constitutional doctrine he had laid down. He differed only in the application. He agreed that the power of making Peace, or of declaring War, was distinctly the prerogative of the Crown. The prerogative of making Peace was inherent in his Majesty. In this case the country was bound by the act of its Magistrate. Parliament might make the conditions of Peace the subject of investigation; they might impeach the Ministers who advised it, or address his Majesty for their removal, if the conditions should be found to be injurious or unfavourable; but still it would be obliged to fulfil them. As to the question of War, his Majesty had undoubtedly the prerogative of declaring it; but the Parliament may refuse to grant the means of carrying it on, if it should appear to be wantonly and unnecessarily undertaken. In this case, therefore, there was no constitutional negative on the act of the Sovereign, any more than in the exercise of his prerogative of making Peace; but there was a practical negative, growing out of the Constitution, in the power which Parliament had of withholding the supplies. This was the difference that appeared to him to exist in the exercise of his Majesty's prerogative with relation to Peace or War. He stated, as the grounds of his assent to the Address, that by so voting he did not commit himself to the War that may probably follow. With regard to some observations that fell from an Hon. Gentleman (Mr. Francis), who had spoken early in the debate, the Noble Lord begged leave to make a few remarks. The Hon. Gentleman had talked of withdrawing his confidence from his Majesty's Ministers. He assured that Hon. Gentleman, that he desired no confidence that was not founded on the true

spirit of that conduct which led to a termination of the War, and was due to an Executive Government, that had never slackened its vigilance over the interests of the country. A greater confidence no Minister had a right to demand, than what was founded on an experience of his conduct. The Noble Lord asked only to be dealt fairly by. This he had a right to expect, and that he should not be pre-judged, that Parliament should withhold its decision till the time should arrive for explanation. He was fully aware of the responsibility to which he was liable in this great and momentous crisis; and he had the consolation to reflect, on a review of his conduct, from the first hour of his coming into office, that his public duty was ever his first object, and that he could confidently look to an investigation without any apprehension of the consequences of that responsibility. Before he sat down, the Noble Lord would make an observation on the amendment proposed by an Hon. Gentleman (Mr. Dent). It had been the constant practice of Parliament to adopt propositions of this nature, as they may have been made by the Executive Government. Acquainted with the necessity of the occasion, the Government was best qualified to regulate the nature and extent of the preparation. Parliament never was known to interfere, except, perhaps, to diminish the force applied for. Never before the present occasion was it called on to augment it; fifty thousand seamen had been already voted, and it was proposed by the present motion to increase them to sixty thousand. If it should be necessary, there would be no difficulty in augmenting them, and he trusted the House would not be indisposed to add still farther to the means of the Executive Government to meet any occasion that may arise.

Mr. Canning wished the Hon. Gentleman who proposed a larger grant (Mr. Dent), to withdraw his amendment, in order that there may be no bar to the unanimity of the original vote. He recommended it also to the Hon. Gentleman, with a view to preserve him from any share in the responsibility attached to his Majesty's Ministers.

Mr. Dent withdrew his amendment.

The following resolutions were voted:

For wages for 10,000 men for eleven lunar months,	£.603,500
Victuals for the said number of men for same time,	290,000
Wear and tear of ships, . . .	33,000
Ordnance for ships in which these men are to serve,	27,500

Report was ordered to be received on Monday.

THURSDAY, MARCH 24.

REAR-ADMIRAL SIR JAMES SAUMAREZ, K. B.

The Chancellor of the Exchequer delivered the following Message from his Majesty at the bar of the House:—

"G. R.

"His Majesty having taken into his most gracious consideration the eminent services of Rear-Admiral Sir James Saumarez, Knight of the Most Hon. Order of the Bath, and particularly the valour, promptness, and intrepidity he displayed in an engagement with a Spanish squadron upon the 12th of July 1801, in the Straits of Gibraltar, recommends it to his faithful Commons to grant unto him, the said Sir James Saumarez, K. B. an annuity of twelve hundred pounds, for the term of his natural life."

The Message being read,

The Chancellor of the Exchequer moved, that the same be taken into consideration by a Committee of the whole House to-morrow. Ordered.

HIS MAJESTY'S MESSAGE, MARCH 25.

The House having resolved itself into a Committee on his Majesty's Message, recommending a provision to be made for allowing a sum of 1,200l. per annum, for life, to Rear-Admiral Sir James Saumarez, for his great and meritorious services,

THE CHANCELLOR OF THE EXCHEQUER rose, and observed, that it would not be necessary for him to offer many arguments, in order to induce the Committee to accede to the motion which he should have the honour to make, respecting his Majesty's most gracious communication. The object of the recommendation from the Throne was a sufficient inducement. The name of Sir James Saumarez would suggest reflections highly gratifying to every feeling and honourable mind, who could appreciate justly the importance of the naval character to the country. To describe the service of the gallant Admiral, would be to refer to some of the most memorable atchievements to be found in the Naval History, from the year 1780 down to the present time, and in which Sir James Saumarez had so eminently distinguished himself. He had shared the glory which attached to the character of Lord Rodney, and contributed to the victories of Earl St. Vincent. He had also partook of the brilliant exploits of Lord Nelson at the Mouth of the Nile. In the month of July 1801, he had attacked and defeated a combined squadron of Spanish and French ships in the Straits of Gibraltar, nearly double in number to his force. From this command he had returned in the course of the summer, and his Majesty had learned that the advantages he reaped from the whole of his victories, would not bear any proportion to the magnitude of his services to the country. This consideration had induced his Majesty to resort to the recommendation now before the Committee; the adoption of it would serve as a fresh incentive to additional exploits, and must animate the brave defenders of the country to future exertions, worthy of the British Flag, and the glory of the Nation. The Right Hon. Gentleman then moved, that the annual sum of 1,200l. be granted to his Majesty, to enable him to reward the services of Admiral Sir James Saumarez, out of the Consolidated Fund of Great Britain. The motion was agreed to.

THE CHANCELLOR OF THE EXCHEQUER trusted it would be the wish of the Committee, that the annuity should take effect from the 12th of July 1801.—Agreed to; and the Report was ordered to be received on Monday.

KENT ASSIZES.

MAIDSTONE, MARCH 17.

THIRD DAY.

MURDER.

Lawrence Innis was indicted for the wilful murder of John Price, at Greenwich, on the 21st of January last. This was a case of the most savage and ferocious barbarity we ever recollect to have heard in a Court of Justice The prisoner and the deceased were both pensioners in Greenwich Hospital, and the following is the account given of the transaction by the witnesses:

James Millar said he was a Greenwich pensioner, and his birth was in the Clarence Ward; his cabin was next to that in which the deceased slept. On Tuesday night, the 20th of January last, just as he

was in bed, he heard the prisoner and the deceased come up the gallery together; they were talking; the deceased said to the prisoner, "Go to-bed, and there will be no more on't." The prisoner replied, "I won't." The prisoner then went away to the fire-place in the hall, but soon returned to the cabin-door of the deceased, and called out, *Price, Price! Jack, Jack!* The deceased did not answer; the prisoner went away, but returned a second time, and called out as before. The deceased then answered him, and said to the prisoner, "You will prepare to appear before the Captain of the Month to-morrow—I have you upon the *complaint*, for striking me to-day at the Tyger's Head in London-street." To this the prisoner replied, "Then you have done me, have you? but a d—n to you, I'll do you in return." The prisoner accompanied these words by a blow, which knocked the deceased down. The deceased called out murder; upon which the witness jumped out of bed, and the prisoner was secured; and the next morning he was carried before the Committee, and mulcted two months' tobacco-money for his ill behaviour. This was the morning preceding the night of the murder. As he came out of the Committee-room, he said to the witness, "Millar, you have borne false witness against me, but I hope to God I shall live to seek revenge.—On the same evening he did not see the prisoner till eleven o'clock; he then saw both Price and Innis go to their cabins. The cabin of the deceased was about four feet from the witness's. After he had been in bed a short time, he heard the prisoner come out of his cabin, and go to the cabin of the deceased. From that he went to the fire-place in the hall, as fast as he could go. He returned a second time to Price's cabin. He staid a second or two, and then again went to the fire-place, and once more returned to Price's cabin. In a little time he heard him shut the door softly, and thought no more of it, till about a quarter of an hour afterwards Bryant came to him, and told him for God's sake to get up, for the boatswain (Price) was murdered.

John Hawford, another pensioner, said he slept in the Clarence Ward, at Greenwich Hospital. About eleven o'clock on the night of the 21st of January, he saw the prisoner pass backward and forward in the gallery; he saw him returning the last time, when he had something in his hand like a stick, or a piece of iron. The gallery, he said, was lighted with lamps, and led to the hall; each of their cabins had a little window looking upon the gallery.

James Bryant gave evidence as follows:—"I lay in the same cabin with the deceased; we were talking together not ten minutes before he was murdered. The prisoner's cabin was nearly opposite to ours. I heard the prisoner open our door softly, and he looked in; we appeared both asleep. As soon as he looked in, he went away towards the hall fire-place. He had on a great coat, and two night-caps. He came back, and when he came into our cabin he looked at me attentively. He again went away, and returned with the poker. He turned round and gave me another attentive look, and immediately after struck Price five or six heavy blows on the head. At the first blow his head crashed, but I don't know whether the others hit him. As soon as he had done it, he again turned and looked at me, but I lay still as though asleep. He then went out, and hauled the door softly after him, but did not lock it. As soon as he was gone I got up, gave the alarm, and the prisoner was secured."

James Curran, another pensioner, described the state in which he found the deceased; his head was beat in; and on examining the poker, there was blood, hair, and a small piece of brains on it.

The prisoner, in defence, said, that the witnesses were in a conspiracy against him. The deceased, he said, had come to his door with the poker in his hand, and attempted to strike him with it, but that he wrenched it from him, and gave him a knock on the head with it. He added, that after the accident, the witness, Bryant, had undressed the deceased, and put him in his bed, to make it believed that he, the prisoner, had murdered him sleeping.

The Jury, without a moment's hesitation, found him *Guilty*; and the Learned Judge proceeded immediately to pronounce the sentence of the law.

He observed, that he never saw a case of clearer malice, or one more shocking to the feelings of humanity. British Seamen had, in general, a high sense of honour, and would revolt from the thought of murdering a "sleeping enemy," far less a messmate and companion. He advised the prisoner to employ the short time left him on earth to appease the wrath of offended Heaven. He then pronounced sentence, that the prisoner should be hanged and dissected.

The prisoner seemed very little affected, and exhibited strong symptoms of a brutal and savage nature.—He appeared about 50.

MONTHLY REGISTER

OF

Naval Events.

SIR JAMES SAUMAREZ.

GUILDHALL, THIRD OF MARCH, 1803.

THIS day, about one o'clock, the CHAMBERLAIN of the City, attended by Sir JOHN EAMER, late Lord Mayor, Alderman LE MESURIER, Mr. JAMES DIXON (as mover of the Vote of Thanks, and the presentment of the Sword), and a number of other Gentlemen, friends to Sir JAMES SAUMAREZ, assembled in the Chamberlain's Office, to present to Admiral Sir JAMES SAUMAREZ, the thanks, and the Sword voted to him by the official representatives of the City of London. The CHAMBERLAIN, seated in his Chair, in the Chamberlain's Office, thus addressed the Admiral:

"Admiral Sir JAMES SAUMAREZ—I give you joy, and in pursuance of the unanimous Resolution of the Lord Mayor, Aldermen, and Corporation of the City of London, in Common Council assembled, offer you the Thanks of the Court for the very important and splendid victories obtained by the force under your command over a Spanish and French fleet of superior force, on the 6th of July, 1801, off Algeziras, and on the 13th of the same month, off Cape Trafalgar.

"It was farther resolved with the same unanimity, that you should be admitted to the Freedom of this great City; that your name should be placed among those of the illustrious characters which adorn the civic roll; and as a testimony of the sense the Court entertains of the eminent services rendered by you, to your country, that you should be presented with this SWORD.

"It is somewhat remarkable, that the greatest number of those splendid naval actions which distinguish the late eventful war, have been atchieved within view of the hostile nations. Among those are the important victories which have demanded this tribute of applause from the first Corporation in the universe. And those who had formerly witnessed the irresistible valour of Essex, Blake, Rooke, Walter, and an inexhaustible list of gallant heroes, were

compelled to confess—that their most heroic actions have been at last equalled by Admiral Sir James Saumarez, and the Officers and seamen under his command. The temple of Janus is now shut; and it is most devoutly to be wished, that the blessings of Peace may long continue to be diffused among the inhabitants of the globe. But though the surrounding nations should not call upon you for future exertions, it is lamentable to observe that there are a few discontented, wicked, and desperate men, who would diabolically engage this unhappy land in civil commotion. It is, however, a great consolation to know, that the good sense of the nation will discern and despise their arts—that every good and brave man will be eager to come forward in defence of our beloved Sovereign, whose mild and regal virtues add lustre to a throne, and for the preservation of that unrivalled Constitution, the result of the profoundest wisdom and the happiest experience. Against such nefarious practices, and in support os so good a cause, we are certain that Sir James Saumarez will be foremost in rank.

"Long, very long, Sir, may you continue to wear those laurels which so eminently and gracefully adorn your brow, &c."

Sir James Saumarez, who was dressed in full uniform, took the sword, and returned a polite and respectful answer, nearly in the following words:

"Mr Chamberlain—I receive this sword, together with the freedom of the first City in the world, with the most lively gratitude; and feel the highest obligation to you, Sir, for the flattering manner in which you have conveyed the resolution of the Corporation, to record my name among the many illustrious characters which adorn this nation. And if foreign or domestic enemies should again disturb our quiet, I shall be proud to draw this sword in defence of my King and Country."

PLYMOUTH REPORT,

FROM FEBRUARY 23, TO MARCH 22.

Feb. 20. A very particular order came down this day from the Admiralty Board to the Admiral of this port and was communicated to the different Captains of his majesty's ships and vessels at this port, viz. that in future no young gentlemen of the Royal Navy in the Channel, North Seas, Bay of Biscay, Straits, Coast of Africa, Newfoundland, Halifax, or the West Indies, having served six years according to the usual routine of the service, shall be confirmed as a Lieutenant until he hath been in England, and before examined by the Commissioners of his Majesty's Navy at Somerset House: this regulation does not extend to those serving in the East Indies, or Cape of Good Hope. Great exertions are making here to procure volunteer seamen for the following ships, getting ready for sea at this port, viz. Boadicea, of 44 guns, Captain Maitland; Nemesis, 32, Captain R. Somerville: Courageaux, 74, Captain O. Hardy; Escort, gun brig, and Atalante, 14; and Rambler, 14. Capt. T. Innis. Posting bills, with various offers of encouragement, are stuck up at all the places where seamen resort. Letters received from the Lord Nelson schooner, of this port, Capt. Croute, dated the 23d ult. state, that the Camilla sloop had sailed for Malta the 15th ult. as stated in the last letters, with dispatches.

24. Arrived the Gannet sloop of war from the westward, with King's stores, viz. a six-oared cutter, and a top gallant mast, part of the stores of a gun brig lately paid off, and said in the return of stores to have been expended on service. Information having been given to Government of the circumstances of the case, the Gannet was dispatched to the westward, with orders to get a search warrant to find, according to the information, the six-oared cutter and two top gallant masts, upon searching the six oar'd cutter, was found, but only one top-gallant mast with the name of the gun brig, these articles are now lodged in the dock-yard here, and an enquiry is to be set on foot as to their expidenture.

27. Yesterday the Plantagenet, 74 guns, which has been fitting for commission for some days past alongside the sheer hulk Yarmouth in Hamoaze, was put into commission, the command is given to Captain Hammond, son of Sir A. S. Hammond, comptroller of the Navy. Letters from Gibraltar, dated

the 8th inst. received here, state the safe arrival at that garrison, from this port, of the Prince of Wales Ordnance transport, with Capt. Young, seven Subalterns, and 120 Bombadiers of the corps of Royal Artillery, from the Dock Lines, to replace an equal number relieved, and to return to Woolwich Warren. The Prince of Wales had a passage of 21 days, wind mostly N. N. E.; found the garrison in good health, and every thing quiet.

March 10. Yesterday, at 4 A. M. an Admiralty Messenger arrived express in 32 hours from London, with important dispatches for the Port-Admiral, Rear-Admiral Dacres. In a few minutes orders were sent to the Colonel Commandment of the Marines, at Stonehouse and Mill Barracks, on the receipt of which the Barrack gates were immediately shut, and no person permitted to go in or come out of the Barracks. About 7 P. M. the town was alarmed with the marching of several bodies of Royal Marines, in parties of 12 and 14 each, with their officers, and a naval officer, armed, towards the Quays. So secret were the orders kept, that they did not know the nature of the service on which they were going until they boarded the tier of colliers at the New Quay, and other gangs the ships in Catwater, the Pool, and the gin-shops. A great number of prime seamen were taken out, and sent on board the Admiral's ship. They also pressed landmen of all descriptions; and the town looked as if in a state of seige. At Stonehouse, Mutton Cove, North Corner, Morris Town, and in all the receiving and gin-shops at Dock, several hundreds of seamen and landmen were picked up and sent directly on board the flag ship. By the returns this morning it appears that upwards of 400 useful hands were pressed last night in the three towns. Too much credit cannot be given to the different officers and their gangs for the spirit, secrecy, and address and humanity with which they executed their orders; one press gang entered the Dock Theatre, and cleared the whole gallery, except the women.

The rigging of the Plantagenet, 74, Captain Hammond, now fitting for sea in Hamoaze, goes on briskly, her lower rigging is almost over head. Sailed the Gannet, 14, Captain Bass, with dispatchss for the West Indies; and on a cruise against the smugglers the Eagle, Captain Ward, and Ranger, 14, Captain Frazer. It is said that near 600 men have been impressed in this neighbourhood. It is reported that several ships are ordered to be got ready for commission at this port; among them the following are spoken of: Malta, Conquerant, Spencer, Spartiate, and Mars, of the line. So earnest are they in procuring men, that large detachments of marines are gone off for Dartmouth and Modbury for that purpose.

11. Last Thursday, and yesterday several useful hands were picked up, mostly seamen, who had been concealed in their different lodgings, and were discovered by their girls. A few slight cuts and bruises, occasioned in the various scuffles of the press gangs and the persons they impressed. The different bodies of seamen and marines were so judiciously placed on the Northern and Eastern roads, that all communication was effectually cut off. Several prime seamen were yesterday taken as labourers in the different marble quarries round the town, dressed in old soldiers jackets, and sent on board the Culloden, 74, Rear Admiral Dacres, Captain C. H. Lane, in Hamoaze. Contracts are advertised from the War Office here for teams of horses to more speedily convey the wheat from the King's Granaries here to the King's Mills without Old Town Gate, to be ground into flower for biscuits for the Royal Navy. Several additional bakers are entered. The activity which pervades every department of the dock-yard since Wednesday is astonishing. The following men of war which have been thoroughly repaired, are ordered down the harbour preparatory to being commissioned forthwith, viz. Malta, of 84, Spartiate, of 74, Mars, of 74, Conqueror, of 74, and Tonant, of 74. These are all fine ships of their class. Yesterday the Acasto, of 44 guns, Captain Wood, which arrived from Guernsey on Thursday last, forced out in a gale of wind, although she had her top-masts struck, was, per signal, ordered to sea immediately, supposed for Guernsey to get seamen for the fleet. She sailed immediately. Several recruiting parties of Royal Marines are expected to be ordered out on that service, as soon sa the vote of the House of Commons takes place, specifying the number to be included in the additional 10,000 seamen voted yesterday. Blown in through the late high winds, several French fishing-boats,

with poultry, oysters, &c. from Concale Bay and St. Maloes: also a larg[e] Dutch ship, name unknown. The Culloden and Courageux, of 74 gun, ar[e] nearly fit to leave the harbour. Came in the Spitfire, of 20 guns, Captain Keen, from the coast of Ireland.

13 Last evening the Nemesis, of 32 guns, Captain Somerville, bent all he[r] sails with great activity; she goes down the harbour as soon as fully manned, of which there is no doubt, now a bounty is offered for the entry of seamen an[d] landmen, as the gallant Captain Somerville is a native of this town, and a gre[at] favourite with all the ships companies he has ever commanded during the la[te] war. Pursuant to orders from the Lords of the Admiralty, to-morrow twelve recruiting parties of the Plymouth division of Royal Marines march to different parts of England and Scotland to enlist men to complete the division to its full establishment: Passes for the different parties are now preparing signed by the Commanding Officer, directed to the civil Magistrates, to aid and assist them on their march. Came in from the Westward the Spitfire, 24 guns, Captain Keen; also from sea, the Revolutionnaire, 44 guns, Captain Lock; she was last from Liverpool.

14. Orders are this day received for the revenue cutters to be put under the direction of the Port-Admiral, to be in readiness for any service for which they may be wanted. The different press-gangs, with their Officers, literally scoured the country on the eastern roads, and picked up several fine young fellows, who were all sent on board the flag ship. Upon a survey of all the impressed men before three Captains and three Surgeons of the Royal Navy, such as were deemed unfit for his Majesty's service, as well as apprentices, were immediately discharged. The five men of war, mentioned to be ordered for commission yesterday, are perhaps in the finest order of any ships in his Majesty's navy, having all received a thorough repair in this dock-yard. The Conqueror, of 74 guns, having been just launched before her arrival here, did not want repair. Captain G. Murray is to have the Spartiate, of 74; Captain Sir E. Pellew Bart. the Tonnant, of 84; and Captain Buller the Malta, of 84 guns. Came in, the Revolutionnaire, of 40 guns, Captain Lock, from the westward, with seamen for the ships fitting out here: she went immediately up Hamoaze. The Atalante, of 18 guns, Captain Mansfield, is gone to the westward, to tow the Galgo sloop of war from Mount's Bay, where she lies dismasted. Arrived the Ranger cutter, of 12 guns, Captain Frazer, from a cruise, with a seizure of 220 casks of spirits; also the Eagle and Renown Excise cutters from a cruize.

15. Went into the sound, the Boadicea, of 44 guns, Captain Maitland. The Courageux, of 74 guns, Captain O. Hardy, made a signal for going down the harbour, but the wind falling scant, she did not unmoor, but will probably take the morning's tide. The Right Honourable Admiral Lord Keith, K. B. of the Blue squadron, is hourly expected at Dock, to superintend the fitting out the fleet of observation at this port; it is supposed Rear-Admiral Dacres will be second in command. Came in the Atalante, of 18 guns, Captain Mansfield, from Mounts Bay, and towed up the Galgo, of 14 guns, from the same place with the loss of her foremast; the latter is in Cawsand bay. Sailed the Sirius, of 36 guns, Captain Prowse, under sealed orders; she is completely equipped with a war compliment of men and stores. The crew of the Revolutionnaire, of 40 guns, are to be turned over to the Plantagenet, of 74 guns, Captain Hammond, now fitting in Hamoaze. Two expresses arrived here from London, ons yesterday evening, the other this morning; the latter said to be with direction for the Nemesis and Atalante to sail immediately under sealed orders. Sailed this evening to the westward, the Nemesis, of 28 guns, Captain Somerville; and the Atalante, of 18 guns, Captain Mansfield.

16. Went into Cawsand Bay from Hamoaze, the Courageux, of 74 guns, Captain O Hardy; the Nemesis, 32 guns, Captain Somerville; and the Atalante, 16, Captain Griffiths, into the Sound, there to wait for further orders. Went into Cawsand Bay, pursuant to orders, the Sirius, 36 guns, Captain Prowse; she will most probably sail to-morrow for Bristol to complete her complement to the War Establishment, and to bring to this port such volunteers as may be

ready to embark. Embarked this afternoon from the north stairs of the dock-yard, a Captain and 100 Royal Marines, for the Spartiate, 74 guns, Captain G. Murray; and a Lieutenant of Royal Marines and a party of 50 men, also embarked on board the Doris, 44 guns, Captain Pearson, both fitting in Hamoaze. This forenoon a party of the Queen's Dragoons marched through this town from Modbury, to do duty at the Dock lines. By a new and useful regulation, all the men in the ordinary in Hamoaze, being prime sailors, are to assist in the rigging of those men of war fitting for sea in Hamoaze. This morning, and at noon, two expresses arrived at the Port Admiral's here, the contents of which have not transpired. The crew of the Spitfire, 24 guns, is also to assist in rigging the ships in Hamoaze. This evening arrived the Imogen, of 16 guns, Captain Vaughan, from the Cape of Good Hope, with dispatches.

17. Admiral Lord Keith arrived here this morning, and his flag was immediately hoisted on board the Culloden, of 74 guns; Rear Admiral Dacre's flag was at the same time struck, and removed to the Spitfire, of 18 guns, Captain Keen, in Hamoaze. Rear-Admiral Campbell is hourly expected at this port to go on service; he is to embark from thence on board a frigate, which is to bear his flag: other accounts say, that the Canopus is to be fitted for his flag: she is commissioned this day, or rather brought down the harbour for the purpose. The Culloden is quite ready to leave Hamoaze, and is to take the first opportunity for going out of Cawsand Bay: she is to be commissioned by Captain Lane. The Trimmer, Captain Haskell, arrived here last evening from Cape La Hogue. He sailed from thence on Sunday evening last, in consequence of the bustle and confusion that was going on at this place and Cherbourg: he was about to load oysters for London, and was heaving out his ballast for that purpose; but, from the warlike appearance of things in that neighbourhood, he thought it most prudent to leave it as early as possible. It is said that tickets were leaving at the houses of all those connected with the army, and this in a way of requisition, and that the utmost confusion prevailed. Sailed for Bristol, with orders to impress and enter volunteer seamen, the Sirius, of 36 guns, Captain Prowse; also for the same purpose, the Nemesis, of 32 guns, Captain P. Somerville; and Atalante, of 18 guns, Captain Griffiths. Came in from the westward, the Galgo, of 16 guns, Captain Dod, with the loss of her foremast in a violent gale of wind in Mount's Bay, a few days since. She immediately made the signal for assistance, and went up the harbour to repair her damages. The wind being foul, she was warped up by the boats of the fleet. Those gun-boats which are in a state fit for service, are ordered to be got ready for commission. Came in from Jamaica, after a passage of six weeks, for London, with a cargo of rum, &c. the Reliance, Allen; also from a cruise, the Eagle, 14 guns, Captain Ward; Renown, 8 guns; and the Ranger, 14 guns, Captain Frazer, with a smuggling cutter, with 250 ankers of brandy.

19. Admiral Lord Keith hoisted his blue flag at the main-top-mast of the Culloden, of 74 guns, as Commander of the fleet fitting here, and was saluted with eleven guns from the Culloden, of 74 guns, Captain C. H. Lorn, at present his Lordship's flag-ship. Rear-Admiral Dacres shifted his flag as Port Admiral, and second in command on board the Spitfire sloop, of 24 guns, Captain King, in Hamoaze. The Temeraire, of 98 guns, is arrived for commission, and is to be hauled down the harbour. Rear-Admiral Campbell hoists his flag on board her, and Captain Carr is to be his Captain; it is said, their destination in the West Indies. It has been confidently asserted, within these two days, that the French have seventeen men of war getting ready for sea, in the inner road of Brest.

21. Came down to their respective ships, the Malta, of 84 guns, and Tonant, 74, Captain Butler and Captain Sir E. Pellew, Bart. This forenoon a Captain, three Subalterns, six Serjeants, and 100 rank and file of the Royal Marines, marched from Mill Bay Barracks to the North Jetty Stairs Dock-yard, and embarked on board the Mars, of 74 guns, now fitting for sea in Hamoaze. The propriety of embarking Royal Marines thus early in the fitting out of men of war is perfectly obvious, as they are, from long habit in the late war, good seamen, and very fit for rigging and getting ready for sea ships put into commis-

sion. Lord Keith is very active in receiving the daily reports of the ships getting ready for sea, and issuing orders in consequence. Great activity prevails in all departments of the arsenal here; all ranks seem actuated (whatever may be the event) with one common spirit to repel the aggressions of France. That fine ship the San Josef, of 110 guns, is ordered to be hawled down the harbour, preparatory to being commissioned.

22. Came from Hamoase to the Sound, the Nimble, of 14 guns, Lieutenant Coghlan. Remain in Cawsand Bay and the Sound, the Courageux, of 74 guns, and the Hunter, of 18 guns; the Boadicea, of 38 guns, Captain Maitland, destination not known. Orders have been recently received here, to suspend, for the present, the mounting of any more guns on the ramparts of this citadel. The Mary, Captain Cranley, from Teneriffe, bound to London, passed this port to the eastward this morning, after a passage of six weeks. By a passenger who landed from her, intelligence is received, that the ship Simon and Bell, of London, Captain Moll, was wrecked in a heavy gale of wind at Madeira, a few days previous to his leaving that place: only eight of the crew and passengers were saved; and there is reason to fear very few, if any, of the latter.

PORTSMOUTH REPORT,

FROM FEBRUARY 21 TO MARCH 23.

Feb. 21. Yesterday sailed from St. Helen's, the Intrepid, of 64 guns, Captain Hargood, for Chatham, to be paid off. Last night sailed the Chiffonne, of 44 guns, Captain Stuart; and this morning the Virginie, of 44 guns, Captain Astle, for Sheerness, to be paid off. Commodore Domett, it is said, is going to Cork, to raise seamen for the ships fitting at the different ports. Remains at St. Helen's, the Hercule, of 74 guns, Captain Ferris, waiting for orders. The Cynthia sloop of war, Captain Wright, was yesterday released from quarantine. This gallant and meritorious Officer was Sir Sidney Smith's First Lieutenant in the Tigre, and served on shore with Sir Sidney, during his succefsful campaign in Egypt.

24. This morning arrived the Leopard, of 50 guns, Captain Collier, from the East Indies, last from the Cape of Good Hope and St. Helena. Captain Samuel Mottley, late of the Diomede, came passenger in her from the Cape. Sailed the Cynthia, of 16 guns, Captain Wright, to the Eastward, to be paid off. The Victorious, of 74 guns, Captain Osborne, from the Cape of Good Hope; and the Orpheus frigate, Captain Elphinstone, from the East Indies, are hourly expected to arrive.

25. Sailed the Woolwich, of 44 guns, Captain Burton, lately returned from Jamaica, to the eastward, to be paid off. The Hercule, of 74 guns, Captain Ferris, sailed this afternoon from St. Helen's with sealed orders; but is is supposed she will be obliged to return again, as the wind is shifted more to the westward. Arrived the Locust gun-vessel from a cruise. Captain Shortland, late of La Dedaigneuse, came home from the East Indies, indisposed, in the Intrepid, of 64 guns, Captain Hargood.

27. Yesterday the Hercule, of 74 guns, Captain Perris, sailed with sealed orders; but the wind not being favourable, she brought to again at St. Helen's. We are sorry to state, that Commodore Domett is seriously indisposed. Captain Hamond is appointed to the Plantagenet, of 74 guns, fitting for sea at Plymouth.

March 2. This morning sailed the Leopard, of 50 guns, Captain Collier, for Chatham, to be paid off. Went out of harbour, the Amphion, of 32 guns, Captain T. M. Hardy; and the Camilla, of 20 guns, Captain Hill.

4. Yesterday sailed from St. Helen's, the Hercule, of 74 guns, Captain Ferris, with sealed orders, supposed for the West Indies. This evening sailed the Blanche, of 36 guns, Captain Mudge, for Guernsey, to raise seamen; and the Charger gun-vessel, Lieutenant Rede, on a cruise. The Grampus, a new ship,

of 54 guns, is ordered to be commissioned, and Captain T. Gordon Caulfield is appointed to command her. The Camilla, of 20 guns, Captain Hill, is ordered to Guernsey, to raise seamen. This ship and the Blanche were ordered to Guernsey by an Admiralty express, which arrived yesterday afternoon.

7. This morning arrived the Castor, of 32 guns; the Commodore Stopford, Captain Peacocke, from Antigua; and the Juno, of 32 guns, Captain Richardson, from the Downs; also the Monkey gun-brig, Lieutenant Tiller, from Deptford. Sailed the Acasta frigate, Captain Wood, for Guernsey. The Commander of every ship in the harbour has received orders to repair to Spithead with all possible dispatch. The Amphion frigate, Captain Hardy; and the Amazon, Captain Parker, are ordered to sea; the former will sail to-morrow for Cork.

9. In consequence of orders having been received from Government, large parties of seamen from the different ships lying at Spithead and in the harbour, amounting to above 600, were ordered on shore in separate gangs late last night, for the purpose of impressing seamen for the fleet; and so peremptory were the orders, that they indiscriminately took out every man on board the colliers, &c. The merchants to whom the colliers belong have great difficulty to procure people to take care of their vessels and cargoes till the Captains are released. Early this morning the same bustle was repeated, and several gangs paraded the Point, and picked up a great many useful hands, whom they lodged in the Guard-house on the Grand Parade; from whence they are to be conveyed on board. The receipt of these orders, and the promptitude with which they have been executed, have given rise to many conjectures. Orders have also been received to give five guineas bounty per man for the Royal Marines. Sailed the Amazon frigate, Captain Parker, for the Mediterranean, with dispatches; and the Determinée, of 24 guns, Captain Becher, for Cowes, to impress seamen. It is generally believed that the frigates and gun-brigs, which have sailed within these few days from this port for Guernsey and Jersey, have warrants to impress seamen. They were ordered to those ports by an Admiralty messenger, on secret service. Orders have been received by the Commanding Officer of this division of Royal Marines, to send out the same number of recruiting parties as during the war.

11. Late last night sailed the Amphion, of 32 guns, Captain Hardy, and La Loire, of 40 guns, Captain Maitland; the former for Cork to procure seamen, and the latter for Guernsey. Put back to St. Helen's, the Determinée frigate. Directions have been given for the Venerable, of 74 guns, Captain Searle, and Hydra, of 38 guns, Captain Manby, to get ready to go out of harbour to-morrow. The order for impressing seamen is still continued with the greatest vigilance, and not a single vessel of any description, lying in the harbour, but what has been completely searched, and the men, and even boys, taken out. It is with the utmost difficulty that people living on the Point can get a boat to take them to Gosport, the terror of a press gang having made such an impression on the minds of the watermen that ply the passage. Preparations are making with the greatest activity in the dock-yard, to get several ships, now lying in the different docks, fitted; the Grampus, a new 64 gun ship, will be ready, with several others, to go out in a few days. The Dreadnought, of 98 guns, was this morning brought down the harbour from her moorings, for the purpose of being put in immediate commission. Great encouragement is offered for recruits for the Marine service; bills have been stuck up this day, offering a bounty of three guineas per man, and a reward offered to any person who will bring a recruit. Several parties are ordered out immediately on the recruiting service.

13. The following ships are ordered to be fitted for commission as fast as possible; Decade, Topaz, Sea-Horse, Galatea, Andromeda, and Success. The artificers in the dock-yard are ordered to work extra time, and every exertion is making to place the yard, in every respect, on a war establishment. Went out of harbour, the Alcmene, Captain Stiles, and the Hydra, Captain Mundy. Mr. Mottley this day seized one of the Havre packets, for having lace and other prohibited goods on board. Came up from St. Helen's, his Majesty's ship La Minerve. The crew of his Majesty's ship Apollo, of 36 guns, Captain J. W. T.

Dixon, have been paid two months wages in advance. Three sloops, with impressed seamen, went out of harbour. The men were put on board the Neptune, of 98 guns, Admiral M. Milbank, Captain W. O'Bryen Drury. Captain Domett, who is appointed Commander on the Irish station, sailed this day. Captain Bowen is appointed to the Dreadnought, 98 guns; Captain Sir E. Pellew to the Tonnant; Captain Buller to the Spartiate; and Captain Mitchell to the Zealand. Captain Barker is appointed Regulating Captain at Bristol. The Isis is ordered to proceed immediately to Hosely Bay, under the command of Lieutenant Laroche, Captain Lobb being absent on leave. The Grampus being intended for the flag of Admiral Gambier, Captain Caulfield is to quit her, and take the command of the Endymion, the finest frigate in his Majesty's Navy. Admiral Lord Nelson and Sir J. Saumarez will hoist their flags in a few days. Sir R. Calder and Sir E. Gower are also expected to be soon employed.

14. Admiral Lord Gardner is daily expected here to hoist his flag. The Dreadnought, of 98 guns, was this day commissioned by Captain Bowen, who was Lord Howe's Master, in the Queen Charlotte, on the glorious 1st of June. Sailed yesterday, the Dryad, of 36 guns, Captain Domett, for Cork, and the Apollo, of 36 guns, Captain Dixon, for Dublin, to impress seamen. This morning sailed the Morgiana, of 16 guns, Captain Raynsford, for Lymington; and this evening the Kite brig, Captain Pipon, for Yarmouth, with press-warrants, to get seamen at those places. An express arrived at the Port Admiral's Office this afternoon, from the Admiralty, which is said to contain instructions relative to impressed men, &c. The Puissant and Royal William are ordered to be reported, as to which is in the best state of repair as a receiving ship. The constables, and gangs from ships, continue very alert in obtaining seamen, many of whom have been sent on board different ships in the harbour this day. The Hydra frigate is ordered to some port in Ireland, to impress seamen. The whole of this day cannon have been mounting on the ramparts round the garrison.

15. Sailed from Spithead, his Majesty's ship Juno, of 32 guns, Captain Richardson, and brought up at St. Helen's, to lie as guard-ship, to intercept the trade bound to this port, and examine them for seamen. Went out of harbour, his Majesty's ship Aurora, of 28 guns, Captain Malbon, and remains at Spithead, with the Neptune, of 98 guns, Admiral Milbanke and Captain Drury; Venerable, of 74 guns, Captain Searle; Isis, of 50 guns, Captain Lobb; Calcutta, of 54 guns, Captain Woodriff; La Minerve, of 42 guns, Captain Brenton; Hydra, of 38 guns, Captain Mundy, Alcmene, of 32 guns, Captain Stiles; La Determinée, of 24 guns, Captain Becher; Kite, of 18 guns, Captain Pipon; Port Mahon, of 18 guns, Captain Neville; and Pigmy cutter, of 14 guns, Lieutenant White. Came up from the westward, the Morgiana, of 16 guns, Captain Raynsford, with impressed men for the fleet. Captain Charles Ryder is appointed Regulating Captain at North Yarmouth.

17. Sailed the Hydra, of 38 guns, Captain Mundy, for the Downs. The Juno frigate, Captain Richardson, and the Morgiana sloop of war, Captain Raynsford, are dropped down to St. Helen's, as guard-ships. The Alcmene frigate, Captain Stiles, and the Minerve, will proceed for the Downs as soon as they have completed their complement of men. The Russell, of 74 guns, Captain Williams, is ordered to be fitted and stored with all possible haste. Her complement of Marines to the war establishment was made up this day. The crew of the Castor are turned over to assist in rigging her. The Dreadnought, of 98 guns, Captain Bowen, is in great forwardness, and every possible exertion is making to get her out of harbour.

18. Sailed the Minerve frigate, Captain Kitteo (acting), for the Downs; and the Pigmy cutter, Lieutenant White, for Cowes; to impress seamen. Preparations are making for Admiral Lord Gardner, who is expected here tomorrow morning, to hoist his flag as Commander in Chief at this port, in the room of Admiral Milbanke. Admiral Holloway is appointed second in command at this port. Arrived the Determinée, 24 guns, Captain Becher, from Cowes. The Isis, of 50 guns, Captain Lobb, is ordered to the Downs.

20. The press still continues to be very active. Admiral Holloway arrived here yesterday morning, and we feel great pleasure in stating we never saw him look better; his flag was immediately hoisted on board the Dreadnought, of 98 guns. If his appointment be to superintend the equipment of the Channel fleet, an Officer better qualified for that important service could not have been selected The Admiral was always much respected here, and was welcomed by a hearty peal on the bells. Captain Caulfield also arrived here this morning. Admiral Lord Gardner will arrive here to-day, to hoist his flag, as Commander in Chief at this port, in the room of Admiral Milbanke. The Prince of Wales, Britannia, Royal Sovereign, and Windsor Castle, at this port, are ordered to be fitted for commission, also six frigates, lying at this port, are ordered to be commissioned. Several revenue cutters are ordered under the command of the Port Admiral. Arrived the Admiral Chapman, Swedish East Indiaman, with the 91st regiment on board, from the Cape of Good Hope.

21. Arrived the Orpheus frigate, from the East Indies, last from St. Helena, sailed in company with the Victorious and Sybille frigates. Passed by for London, the Britannia, ———; Northampton, ———; Admiral Aplin, ———, and the General Steward; from the East Indies.

22. Sailed the Juno, of 32 guns, Captain Richardson, with sealed orders. This morning Admiral Lord Gardner arrived at the George Inn, from London, to take the command at this port He will hoist his flag to-morrow on board the Neptune. The Diamond and l'Aigle frigates have made the signal to go out of harbour. Four revenue cutters sailed this day at a moment's notice; destination not known.

23. This day came into harbour, his Majesty's ship Orpheus, lately arrived from the East Indies, to be paid off. The Puissant man of war is ordered to be got ready for commission at Portsmouth. Arrived the Warrior transport, from Barbadoes, with troops. Spoke a Dutch ship from Batavia, and a French ship from Guadaloupe.

Promotions and Appointments.

Rear-Admiral Sir James Saumarez, to be Commander in Chief at the Nore, and has hoisted his flag on board the Winchelsea.

Rear-Admiral Thornborough, to the command at Deal, with his flag on board the Ambuscade.

Sir Sidney Smith, to the Antelope, with the command of a flying squadron.

Captain G. Murray, to the Spartiate.

Captain Buller, to the Malta.

Captain Hotham, to the Inflexible.

Captain Bedford, to the Thunderer.

Captain Dixon, to the Sceptre.

Captain Mitchell, to the Zealand.

Captain Mansfield, to the Minotaur.

Captain Colby, to be Admiral Thornborough's Captain.

Captain R. W. Otway, to the Culloden.

Captain Winthrop, to the Ardent.

Captain Rogers, to the Utrecht.

The Honourable Captain Boyle, to the Seahorse, at this port.

Lieutenants Brice, Sandsbury, and Ross, to the Dreadnought.

Captain Nash, to be Regulating Officer at Edinburgh.

Captain C. Ryder, at North Yarmouth.

Captain Poulden, at Whitby.

Lord Nelson, to the command in the Mediterranean.

Captain Hardy, of the Amphion, to the Culloden; *vice* Otway, indisposed.

Captain Lane, to the Salvador del Mundo.

Captain Boys, to the Amaranthe.

Captain Melhuish, to the Perseus.

Captain O'Bryen, to the Vesuvius.

Captain Hardinge, to the Terror.

Captain Fatham, to be Regulating Officer at Greenock.

Lieutenants Morris and Lovell, to the Puissant.

Lieutenant R. Parry, to be Flag Officer to Admiral Holloway.

Mr. Nagle, late Surgeon of the Decade, to the Courageux.

Captain Oliver, to the Melpomene.

Mr. Hopper, to be Purser of the Dreadnought; and

Mr. Jackson, of the St. Antoine, to the Minotaur.

Mr. Edgecombe, Purser of the Vigilant, to the Mars.

Captain Bedford, to the Thunderer.

Admiral Lord Keith is appointed to the chief naval command at Plymouth, and to be assisted by Rear-Admiral Dacres.

Admiral Lord Gardner to the command at Portsmouth.

Admiral Milbank, and Rear-Admiral Thornborough, have received orders to hoist their flags in the Downs.

Commodore Domett is to command on the Cork station, with a broad pendant.

Captain Hamond is appointed to the Plantagenet, of 74 guns, fitting for sea at Plymouth.

Captain Serrel, of the Echo sloop of war, is promoted to the rank of Post Captain, and appointed to the Garland frigate; and

Lieutenant E. Roger is made a Commander, and succeeds Captain Serrel in the Echo.

Lieutenant C. C. Crooke is appointed First Lieutenant of the Russel, of 74 guns, Captain Williams.

Captain Bowen is appointed to the Dreadnought, of 98 guns.

Captain Sir Edward Pellew, to the Tonnant.

Captain Buller, to the Spartiate; and

Captain Mitchell, to the Zealand.

Captain Barker is appointed Regulating Captain at Bristol.

Captain Mitchel is appointed to the Winchelsea, which is to be stationed at the Nore, and to be immediately prepared for bearing an Admiral's flag, who is to have the command at that place.

Captain Nash, of Gosport, is appointed Regulating Officer in Scotland.

BIRTHS.

On the 28th of February, at his apartments, in the Royal Hospital, Greenwich, the Lady of Captain Bourcher, of the Royal Navy, of a son.

On the 16th of March, the Lady of Captain Young, of the Navy, was safely delivered of a son, at his house at Mallingin, Sussex.

On the 17th instant, at Edinburgh, the Lady of Captain Ogilvey, of the Royal Navy, of a son.

MARRIAGES.

Lately, Captain Lawford, of the Navy, to Miss Holden, daughter of the late E. Holden, Esq. of Yarmouth.

Lately, Lieutenant Quelsh, of the Navy, to Miss H. Lockwood, of Whitby.

At Chatham Church, on Monday the 14th of March, Lieutenant A. Eckford, to Miss Paterson, daughter of Captain Paterson, of the Royal Marines.

OBITUARY.

On the 12th of February, at her lodgings in Bath, the Honourable Mrs. Bagwell, eldest daughter of the late Admiral Lord Graves.

On the 22d of February, after a few days' illness, at the house of his brother, at Mile-end, Rear-Admiral Charrington. This gentleman was made Post Captain in the year 1781, and in the last promotion of Admirals, he was placed on the superannuated list of Rear-Admirals.

Lately, at Barbadoes, Lieutenants Bruce and Withers, of the Emerald; and Grindall, of the Castor.

In June last, on his voyage to Madras, on board the March, of Exeter, Mr. Peter Hiller, Midshipman, aged 16, the only son of Mr. Joseph Hiller, of Walworth.

On the 26th of February, after a short illness, at Brussels, Captain J. Lambe, late Commander of the Melville Castle, East Indiaman.

On the 3d of March, at Gosport, Mrs. Browell, mother of Captain Browell, of the Royal Navy, aged 74.

At Walworth, Rear-Admiral Hudson, aged 73; he was made Post Captain in the year 1765, and, at the time of his death, was the eighth on the list of superannuated Rear-Admirals.

On the 6th of March, at his house in Gloucester Place, Portman-square, Sir James Wallace, Knt. Admiral of the Blue Squadron; he was made Post Captain in 1771—Rear-Admiral in 1794—Vice-Admiral in 1795—and advanced to the rank of Admiral in 1801.

On the 7th of March, at his house in Gower-street, William Robinson, of Abinger Hall, in the county of Surrey, Esq. and late Commodore of the Honourable East India Company's Marine Service, at Bombay.

On the 11th of March, at Richmond, in Surry, in the seventy-first year of her age, the Honourable Julian Howe, sister to the late Admiral Howe.

Lately, John Page, Esq. Purser of the Navy.

Lately, Mrs. Notter, wife of Lieutenant Notter, of the Navy.

On the 21st of March, at Wandsworth, H. Bengle, Esq. late a Purser in the Navy, and a resident of the Halfway Houses, Portsea, aged forty.

On the same day, at Twinsted Hall, about two o'clock in the afternoon, aged 73, universally beloved, Sir James Marriott, Master of Trinity Hall, Cambridge, late Judge of the High Court of Admiralty of England, and also late Member for Sudbury, which he represented in two parliaments.

On the 28th of August last, at Trincomale, in the East Indies, Captain T. Pulham, of the Royal Navy, in the 36th year of his age. He was buried with all military honours; a Field Officer, and a party of 200 men, of the 19th regiment, attended his funeral, and fired over him. His ship having left Trincomale on the day he was buried, the Victor fired minute guns. Admiral Rainier, Colonel Dalrymple, of the 19th, who commands at Trincomale, Captains Malcolm, Collier, Sauge, and Mr. Marshall, were the pall-bearers. By the death of Captain Pulham, the service has lost an able, experienced, and brave officer.

THE

Marine List

OF

SHIPS LOST, DAMAGED, &c.

THE Brothers, Barr, from Jamaica to London, was run by the pilot on the North Foreland, at the top of high water, Sunday afternoon about five o'clock, lay all night, but was got off next morning, and proceeded on the 14th for the river, without any apparent damage, except cutting a cable.

The William, ——, from Baltimore to Lisbon, is on ſhore near Cape Eſpichel; crew ſaved, and part of the cargo expected to be ſaved.

The Penelope, Edmonds, from Briſtol to Leghorn, was loſt in Figueira Bay the 10th of January. Crew ſaved.

The Unity, Floud, of Dartmouth, was totally loſt the 10th of January, off Figueira.

The Sidney Smith, Briggs, which was driven on Yarmouth Beach the 9th of January, is got off and put into Yarmouth.

The Cecilia, Bagge, bound to Nantes, is loſt near Breſt. Crew ſaved.

The Sally, Thomas, from Leghorn to Dublin, put into Carthagena the 25th of January, in diſtreſs.

The Two Marys, Starry, from New York to Amſterdam, was loſt near Boulogne in December laſt.

The Blagonameremaes, ——, from Peterſburg to Lisbon, is loſt near Figueira. Cargo ſaved.

The Orange Grove, Payne, bound to Africa; and the America, Watſon, to Savannah, that were on ſhore at Liverpool, are got off.

The Whydah, Balfour, from Clyde for Savannah, was loſt the 6th of January, near Savannah. Part of the cargo ſaved.

La Minerve, from Cherbourg to Nantes; l'Eſperance, from Rouen; a veſſel laden with brandy, oil, ſugar, coffee, &c. and an Engliſh veſſel from Newfoundland, were loſt near Roſcoff the 28th of January.

The Catherine and Eliza, Pratt, from the Havannah to London, ſtated above to have been loſt on the Martyrs, has been conducted into Providence by a ſchooner pilot boat, after being on ſhore in the Gulf of Florida.

The William, Arnott, that went on ſhore the 9th of January, is got off and put into Yarmouth.

The Montezuma, Morgan, from Charleſton to Clyde, is on ſhore near Air.

The Re-union, Bond, from Virginia, that was on ſhore at Liverpool, is got off without damage.

The Harriot, Errington, from Seville to London, was loſt near Bideford the 16th of February. Great part of the cargo ſaved.

The Mary, Patterſon, from Falmouth to Hambro', has received conſiderable damage in conſequence of having been on the rocks in the Iſle of Wight, and has put into Cowes to repair.

The Rachael, Elliſon, from Cadiz, is quite full of water, at Liverpool.

The Favourite, Williams, from St. Thomas's to London, was deſerted by the crew the 20th of January, after being diſmaſted and in great diſtreſs, bearing away for Lisbon.

The Trelawney, Affleck, from Baltimore to Liverpool, is on ſhore about ſixteen miles from Whitehaven, with fifteen feet water in her hold, after being off Liverpool on the 19th of February.

The Riſing Star, Panks, which was on ſhore near Yarmouth, is got off and put into that port.

The Minerva, Laidler, from Charlſton to Clyde, is on ſhore in Irvin Bay, but expected to be got off without damage.

The Rachael, Elliſon, from Cadiz, that was on ſhore at Liverpool, is got off.

The Commerce, Fiſh, from New York for Greenock, is on ſhore on the Iſland of Gighe, but expected to be got off.

The Santo Chriſto, from Vera Cruz to Malaga, is loſt near Gibraltar.

The King George, Preſton, from Dublin to Newry, ſtruck on a rock near Newry, the 19th of February, and it is feared the cargo will be damaged, as ſhe makes a great quantity of water.

The Young Lady, Dahl, bound to Havre, is got into Broadſtairs, with loſs of rudder, and very leaky, having been on the Goodwin Sands.

The Princeſs Royal, Coward, from London to Charant, is put into Ramſgate with much damage, having been run foul of by a large ſhip off Dungeneſs.

The Nautilus, Robinſon, from Lynn to Grangemouth, is ſunk in Whitby harbour.

The Eliza, Harney, from Savannah to London, is put into Briſtol in diſtreſs.

The Governor Picton, Ritchie, bound to Trinidad, was driven on ſhore near Greenock, the 25th of February. She had four feet water in her hold, main and mizen-maſts cut away, and it is feared will be loſt.

The ſchooner Mary, White, was totally loſt at St. Ann's Bay, Jamaica, the 25th of December.

The Elizabeth, Dryſdale, from Curacoa to Tortola, is put into Jamaica in diſtreſs.

The St. Nicholas, alias Diligencia, Borday, from Malaga, to Vera Cruz, was driven on ſhore the 31st of January, near Algeſiras.

The Siſters, Winteringham, bound to Hambro', ſtruck on an anchor in the river, and has had four feet water in her hold.

The Hampden, Stamp, from Newcaſtle to Grenada, was driven on ſhore near Hull, 27th February, and it is feared muſt unload to repair.

The Holderneſs, ——, and the Gardner and Joſeph, ——, bound to Davis's Straits, are returned to Hull, with loſs of anchors and cables, and other damage.

The Aſtrea, Stevens, from Leghorn, is on ſhore at Hoylake, but is expected to be got off with little damage.

The Flora, Wells, that was on ſhore near Shields, is got off and arrived at Whitby.

The Trelawney, Affleck, from Baltimore to Liverpool, which was on ſhore near Whitehaven, is entirely gone to pieces.

The Harmony, Manſon, from Limerick to London, foundered at sea 2d February. Crew ſaved.

The Shamrock, M'Ilroy, from Liverpool to Belfaſt, is loſt near Belfaſt. The Captain drowned.

The Pennſylvania, ——, from Philadelphia, is on ſhore in Londonderry river. Cargo expected to be ſaved.

The Ruſſell, Lynch, from New York, is on ſhore at Dublin, but is expected to be got off without much damage.

The Rebecca, Gardner, from Liverpool to New York, is ſuppoſed to have foundered. She ſailed from Liverpool the beginning of September, and was not arrived at New York by the laſt advices.

The Sophie, Guillaume, from Morlaix for Bourdeaux, was loſt the 1ſt of January, near Iſle Dieu.

The Sally, Jackſon, from Liverpool to Savannah, is put into Martinico in diſtreſs.

The Eliza, Williams, from Charlſton to Liverpool, put into Madeira the 15th of January, with much damage, and is condemned there.

The Morning Star, ——, from New York to Sligo, is wrecked near the latter port.

Yarmouth, March 2, 180[illegible].

"The Elizabeth and Ann, Read, from Liverpool for Cork, and the Friends Induſtry, Thompſon, from Yarmouth to Liverpool, are both miſſing."

The Claude, Lane, of Blithe, from Ramſgate, is on ſhore at the entrance of Dover harbour, and it is feared will be loſt.

The Omega, Melamby, from Sunderland to Helvoet, is on ſhore near the latter port.

The Betſey, Drummond, Syme, bound to Perth, ſailed from Lynn the 14th of December laſt; and the Betſy, M'Ilwain, bound to Leith, ſailed from London the 9th of January laſt, and neither of them have ſince been heard of.

The Ann, Graham, of Inverkeithing, is wrecked near Alemouth.

The Hibernia, ——, from Barbadoes to Liverpool, is on ſhore in the South Channel, near the rock, and it is feared much damaged.

The Mayflower (of Wexford), Eſmond, ſunk off Dublin, Ireland, the 20th of February. Crew ſaved.

APPENDIX TO VOL. IX.

No. III.

A List of the Officers in the British Navy, Jan. 1803.

LIEUTENANTS *, WITH THE YEAR OF THEIR FIRST COMMISSIONS, *continued.*

Wm. Hutchinſon
B. T. Blackler
Eg. Wm. Wright
Frederick D. Schaw
John Irons
Philip Delamotte
John Lackey
Eg. Peter Fiſher
Eg. E. W. Buchan
Henry Williams
Jas. G. Vaſhon
Charles Brady
Wm. Hoſie
Eg. John Marſhall
Eg. John Trenholm
Eg. John Forbes (1)
John Stephenſon
Eg. James Stokes
Eg. Wm. Brown (1)
Eg. Tho. Warrand
Andrew Wilſon
Eg. Rd. Williams
James Money
John Brown (2)
Robert Fowler
Richard Arthur
Felix Frankling
Edw. James Carr
Wm. Goldfinch
David Scott
Wm. Reekie
Js. Wallace Gabriel
Philip Percy
Chriſtopher Simons
Thomas Lowe
John Cramer (2)
Iſaac Burch
Eg. Richard Jones
Eg. Jn. W. Wright
James Stone
Eg. Ar. W. Adair
Henry Pook
George Broad
Eg. Sam. Bromley
Eg. Geo. Grant (2)
James Dillon
Wm. Skelton
R. W. Sheldrake
Wm. Stephens
Charles Poole
Eg. Abr. Chapman
Fred. J. Leroux
Eg. John Kirtley
John M'Dougall
John White
Alex. P. Home
Richard Bluett
George Cox
Wm. Foſter
John Nelſon
Eg. Edw. Palmer
John Maxwell
T. W. Holdſworth
Hon. Alex. Jones
Gordon Falcon
Joſeph Packer
Neal M'Lean
T. T. Tucker
John Willis
Philip Frowd
Samuel Knight
John Fulton
David Boyd
Eg. T. B. Sullivan

Robert Sangſter
Eg. George Laing
Alex. Davidſon
John Gregory
Wm. Fitzgerald
George Tippett
Robert Morris
Robert Hall
Nicolas Mauger
Geo. Fred. Mills
John Wiley
Arthur Stow
Robert Symes
Auguſtus Baldwin
John Bell
P. G. Pickernel
Thomas Sutherland
Clement Milward
Wm. Creſſy
T. F. C. Mainwaring
Edward Tobin
Benjamin Street
Eg. George Crawley
Thomas Harris
James Patley
Edward A. D'Arcey
Richard Welſh
Joſeph Becket
Samuel Baly
John M'Mahon
John Bounton
George Tait
Richard Lockwood
John Hawkins
Andrew Green
Francis Truſcott
Luke Horn
Robert Thomas
Tho. S. Morton
Robert Miln
Chris. Blunden
Thomas Fife
G. W. Hooper
John Richardſon
S. M'Donnell
Edmund Jenkins
F. le Fleming Taylor
John Cawley
Henry Carthew
Eg. John Pike
John M'Kerlie
Edward Townſend
Wm. Thompſon
Lewis Nanny
Edward Collins (1)
Richard Hawkes
Oſmond Button
John Wm. Bailey
Nicolas Hodge
James Blandford
George Macrae
Eg. Charles Anthony
Charles Ryan
Charles Young
Eg. M. W. Galway
John Wm. Miles
Edw. O'Shaughneſſy
Charles Bruce
Thomas Coleman
John Hunter
Joſeph Tindale
Thomas Smith
Robert B. Yates

Eg. James Couch
Henry Thomas Lutwidge
Kenneth Morriſon
Thomas Younger
Wm. Layman
John Campbell (2)
Benj. Warburton
G. R. G. Norman
Thomas Sam. Pacy
Joſhua Kneeſhaw
Jerem. Coghlan
David Pringle
David Atkinſon
Robert Hamilton
John Sadler
Charles Carter
Samuel Chambers
Chriſtopher Nixon
Alexander Ingram
Geo Cuningham
Thomas Chapman
Wm. Ferrie
Wm. Maude
Henry Harford
C. F. Daly
Robert Bloye
John Fleming (2)
Eg. John Greenway
Thomas Simons
James Tuckey
Donald Potter
John Treacy
Henry D. Pilot
John Gilleſpie
Parkins Prynn
Abraham Baldwin
Michael Roberts
John Hardy Godby
George Kinghorne
Thomas O. Hewes
Samuel Leſlie
Weſtby Perceval
Joſeph Tullidge
Jeremiah Morgan
Iſaac Brookbank
Eg. Tho. Howard
Eg. Edw. O'Connel
Peter Elliſon
Henry Jane
John Smith (6)
Thomas Coe
Eg. G. L. H. Clark
Henry Veſconte
Wm. Robertſon (3)
James Baſhford
Hiram Fraſer
Eg. Thos. Janverin
Richard Gray
Eg. T. P. Creaſdale
Eg. Joſias Bray
Robert Nainby
Wm. Baltt
Charles Boyes
Eg. Thos Dutton
Eg. James Boxer
Eg. Js. Brockman
Wm. Garrick
Charles Rayley
James Dalrymple
W. R. A. Pettman
Thomas Cole
James Martin

Walter Kennedy
Eg. Buck. S. Bluett
Archibald Telfer
John Smyth
John Smith (7)
Wm. Tatam
Eg. Js. Woodward
Cs. Adam Lennock
Francis Small
Edward Collins (2)
Thomas Eyre
Thomas Bookleſs
Reuben Mangin
Robert Smith
G. A. Simes
John Raſey
Michael M'Carthy
Samuel Forder
David Kennedy
Eg. M'Mahon Tracy
Martin White
John Bate
Richard Janverin
Ewell Tritton
James Townſend
Ts. Rd. Toker
James Poate
John Edmund Iſham
E. Mullins Sandham
Henry Davies
Eg. John Joyce (2)
Eg. S. W. Maybury
Thomas Williams (2)
John Forbes (2)
Young Green
N. D. Cochrane
John Pearce

1801.

H. Haynes
Eg. Rd. Spencer
Francis Wills
John Mundell
C. K. Quaſh
Robert Andoe
George Bell (2)
John Bailey
James Mackay
Richard Laſham
Thomas Dench
George Huiſh
Jacob Wood
Robert Watts
George Wm. Bourn
John Edward Hare
Henry E. Sutherland
Thomas Parker
Otto Wm. Emmerſon
Richard Weymouth
James Young
Daniel Barber
James Wilbraham
Edward Elers
John Moore (1)
John Turner (1)
Clotworthy Gillmour
Chs. James Perkins
Sampſon E. Collard
Anthony Jacques
George Howell
Wm. Wilbraham
Chs Burrough Strong
Thomas Eager

Eg. Leonard Dale
Abdiel Orfeur
John Mitchell (1)
James Bowen
Wm. Mott
Peter Williams
Jeremiah Brown
Henry Maſterman
Michael Fitzgerald
Sir N. Thompſon, Bt.
Henry Clark
Geo. M. Guiſe
George Miller Bligh
Sam. Ward Flinders
Charles Shackleton
Wm. Webb (2)
Eg. Wm. Parker
Eg. Chr. C. Sterling
John Pearkes
Edmund Palmer
Edward Johnſon
John Phillimore
Philip Weſtphal
Michael Bell
Thomas Wm. Jones
Benj. Sproule
Henry Baker
Wm. Bowen Mends
James Edgar Prowſe
Henry Lambert
David Barland
Copeland Place
John Louis
Geo. Elliot Salter
Wm. Hare
Joſ. G. Garland
Paul S. Lawrence
Wm. Woolley
Fras. Alex. Halliday
Richard Simmons
Philip Le Veſconte
Jas. Henry Garrety
Wm. Stone
Daniel Callaway
James Glaſsford
John Glover
Thomas Townley
John Hendrie
Francis Smith
Alex. Richardſon
J. A. Morrell
Jas. Peed
John Duff Markland
Thomas Garth
Charles Prowett
James Little
John Murray
John Gardner
Wm. Davies
Bartholomew Kent
Wm. O'Neil
Richard Foreman
Robert Paik
Iſaac Shaw
Thomas Prowſe
Wm. Ogilvie
Richard Smith (2)
C. G. R. Phillot
Benj. Patey
Wm. Smith (3)
James Watſon
Charles Inglis
Nathaniel Belden

* K. W. denote Naval Knights of Windſor. G. H. Greenwich Hoſpital.

LIST OF OFFICERS IN THE BRITISH NAVY.

Wm. Hendry
George Gregory
R. B. Tickell
Peter Davidson
Wm. Black
Samuel Gordon
John Edw. Conant
Simon Hopkinson
Edward Blaquiere
Hamilton Fitzgerald
Francis Laird
John Brown (3)
John Moore (2)
Edward Harvey
Henry Hamilton
Edwin Thrackston
George Hilton
James Harvey
Eg. Wm. Borough
James Clephan
Wm. Wood (1)
David M'Gie
Eg. Hugh M'Kinnon
E. O'Brien Drury
H. L. Grove
John Ellis Watt
James Cook
John Rose
John Ponsonby
W. H. Smith
Ch. Wilson
Wm. Oldfield
Benjamin Vallack
P. Curtis
Peter Mitchell
Sir G. M. Keith, Bt.
Edward Caulfield
Benjamin Clement
James Hall
Edward Scobell
J. R. Lumley
John Salter
John Smith (8)
James Bray
Edmund Bennett
Hugh Anderson
Robert Carter (2)
Robert Nicholas
George Gratrix
Clement Richardson
T. G. Marshall
Joseph Kidd
Lawrence Smith
Richard Chessell
Henry Fryer
Edward Reding
Frederick Parker
Wm. Cook
Henry Moor
Peter Rigby
Wm. Bussell
John Little
Wm. Crow
J. R. Omer
Thomas Muir (2)
James Fuller (2)
George Fox
John Beech
Wm. Wood (2)
Thomas Handy
John Griffith
Wm. Child
S. J. Fisher
Charles Seward (2)
J. J. Bates
Patrick Lowe
Richard Harward
J. B. Cliverton

Wm. Fisher
Eg. Horace Petley
Wm. Balfour
Watkin Evans
Thomas Duncan
Stephen Cook
Robert Knipe
John Gummoe
Robert Pritchard
I. C. S. Collett
George Bignell
Henry S. Jones
Francis Cameron
E. C. L. Carter
George Walpole
Robert Gill
Christopher Betty
John Barlow
B. Reynolds
Edw. Wm. Garrett
Edward Barker (2)
John Gilmour
James Bult
J. S. A. Dennis
Richard Donovan
Wm. Sandey
Paul Lawless
Charles Giddy
George Smillie
Wm. L. Symonds
Charles C. Hayman
John Campbell (3)
Stephen Popham
Henry Brooking
Thomas Furber
Henry Norris
Curry Wm. Hillier
Richard Wilbraham
James Babington
Wm. Forten
Samuel G. Irwin
Tho. B. Goodridge
Thomas Young
Eg. George Bulley
Pringle H. Douglas
John Aylmer
Charles Tyler
Simon S. Purdue
Walter Foreman
John Hall
Robert Ellary
David Jones
Robert Howden
Thomas Dowell
James W. Baker
Congreve Jennings
Wm. Symonds
John Jones
Wm. Sumner Hall
George Sowton
David Nicol
Wm. Lloyd (2)
Tho. Donnithorne
Peter Parker
Octavius Cardew
George Bettesworth
Francis Collins
Thomas Simpson (2)
Peter Peele
Samuel Clarke
Samuel Brown
Geo. W. Willes
Edward White
Thomas Mitchell
J. C. Woolcombe
George Luke
John Mackey
George Pringle

John Wyborn
Nicolas Pateshall
Thomas Allen
Benjamin Watkins
Edward Donovan
Tho. W. Whitaker
James Flint
Hugh Wm. Smith
Charles Squarey
John Mitchell (2)
James Begbie
Robert T. Moubray
R. Mainwaring
Thomas Harlow
James E. Boyd
Percy C. Dodgson
Edward Morris
Nathaniel Fish
John Sheridan
Wm. Croft

1802.

Geo. Aug. Spearing
Joseph Newton
Essex J. Holcombe
John Carter
John Edw. Cawkitt
Eg. John Goldie
George Pedlar
Eg. Dn. M'Donald
Lewis Campbell
John Anderson
George Ingham
Eg. John Medlicott
George Kippe
Eg. John K. Kinsman
Wm. Stenhouse
Eg. Tho. Alexander
B. F. Haddon
Ralph Standish
Wm. Tiller
Gabriel Lennis
A. C. Stanton
Eg. George Elliot
James Lawrence
Robert Mitford
Felix Richardson
Nicolas Kortwright
Francis L. Gibbes
Wm. Fitzmaurice
John Lind Meik
Wm. Shields
W. Jones Lye
Hugh Brice White
James Elphick
Francis Story
John Price (2)
Robert Bones
George Forster
Alexander Kenny
Alex. Fairbairn
Joseph Peyton
Joseph Corbyn
Andrew Tulloch
Wm. Knight (3)
Charles Sotheby
W. Smith Millet
James Lowry
Wm. Dowers
Wm. Spence
Fitz. Geo. Skinner
John Parish
Wm. Andrews
Hugh Kerr
Thomas Miller
John Woolward
Alex. Borthwick

John Chimley
John Turner (2)
Wm. Davis (2)
Wm. Smith (3)
Rich. D. Broughton
Wm. Brown (2)
John Planner
James Jones
Wm. Duke
Archib. Gilchrist
Eg. Thomas Davis
Cha. A. Baumgardt
W. R. Smith
Wm. Templer
James Pettet
John Andrews
Richard Davies
Eg. Charles Bowen
John Skynner
W. Pierson Bayntin
John Cooke
E. H. Chamberlayne
John Duer
Thomas Percival
Charles Gordon
John Maxfield
Thomas Flinn
Wm. Elliot
Wm. Dawson
George Downie
James Gordon
W. Collins Barker
G. Samuel Parsons
John Southcott
John Luckraft
James Anderson (2)
Thomas Millar
George Harris
Thomas Wolrige
Henry Thomson
W. W. Clifton
Eg. R. Standish Haly
Wm. Flint
R. Oadham Purvis
John Burn
P. Bastard Pellew
Humphrey Fleming Senhouse
Eg. Samuel Davies
Hugh Wylie
John Brown (4)
Michael Spencer
John Liddle
Brice Gilliland
Manley Hall Dixon
T. Harding Terry
John George Nops
Eg. Wm. Autridge
Hon. G. Cadogan
Hon. Charles Powys
Eg. Thos. Everard
John Bowen (2)
J. Lampen Manley
James Atwater
Wildman Browne
Geo. Decœurdoux
John Langdon Oke
David Wilson
David St. Clair
Thomas Swaine
Edward Woolcombe
Edward Benge
W. T. M. Leake
Eg. Robert Tyte
W. J. S. Clark
Abraham Hughes
W. H. Somerville
M. B. P. Burn

James Dalton Leslie
Hugh Ross
Wm. Furmidge
Edmund Miller
John Oliphant
George Dove
Henry Prescott
G. Matthew Jones
Charles Bertram
Henry Gettings
John Hiatt
Wm. Lawrence
James Walker
Robert Watson
John Salmon
Wm. Whimper
John Gordon
John Watherston
John Barker
Richard Tooley
John P. Williams
G. W. Brown
F. N. Clark
Thomas Forrest
Wm. Avery (2)
Thomas Mitchell
Andrew Wells
Dyer Bond
Rich. B. Bowden
George Walker
Charles Beecroft
John C. Pennie
J. A. Strugnell
J. N. Tayler
W. R. Hooper
Wm. Braithwaite
George Lusk
Josiah Dornford
James Shaw
John L. Dale
Eg. Wm. M'Millan
Francis M'Donald
Eg. Jn. Holdsworth
Henry Hart
Edwin Lawrence
Richard Bell
Samuel Hales
Wm. Locke
Samuel Greenway
Wm. Pye
Wm. H. Ingram
David Horne
James Nicholson
David Sloane
Robert M'Coy
James Emerton
Stainsby Iliff
T. Smith
John Cameron
John Popham Baker
Robert Yule
James Stanton
Thomas Kenrith
Henry King
Wm. Wilmot
Thomas Taplen
Robert Sutherland
Chr. Schroder
James Tait
Wm. Wilson
——— Patterson
——— Oxley
——— Galway
——— Coote
Geo. Antram
Aug. Butler

MASTERS, WITH THE YEAR OF THEIR FIRST WARRANTS, BY WHICH THEY ARE ENTITLED TO HALF-PAY

1741.
Chr. Spanner

1744.
Richard Sewell
John Ramsay

1756.
John Ritchie
Henry Cooper

1757.
J. B. Punches
Silas Hilcut

1758.
Isaac Watts

1759.
John Oswald
Thomas Baily

Thomas Bellardie
Robert Reid

1760.
Joseph Staple
Peter Fannin
James Allen
Alexander Dunbar

1761.
John Reid (1)

Wm. Forfar
Joseph Clapcott

1765.
John Holman

1770.
Fab. Spurrier
Spencer Smith

1771.
Joseph Lancaster

1774.
Richard [illegible]

1775.
Wm. Phelps

1776.
John Dykes

1777.
Methus. Wills
Wm. Price
Thomas Buſhell
Robert Spinney
Ormsby Sloane
Tylſtan Woolam
Alex. Taylor
John Gregory
John Gordon
John Chadwick
Timothy Lion
Wm. James
Peter Kennedy
Andrew Tracey
George Scollough
Thomas Dixon

1778.
John Lamb (1)
Thomas Truman
John Ruſſell
John Pike
Wm. Bray
John Fenwick
James Waddy
James Doves
James Taitt
John Kennedy
Thomas Smith
Wm. Warren
Wm. M'Kinley
Wm. Morris
Hector Macleod
Robert Allan
Alex. Robertſon
Thomas Squire
John Hunter
James Dunbar
Thomas Clements

1779.
James Hunter
Thomas Love
Peter Templeton
Edward Barker
Joſeph Whidbey
Peter Peterſon
Thomas Troughton
Wm. Raven
Thomas Saunders
James Jameſon
James Murray
John Blamborough
Wm. Cowling
Charles Duncan
George Cranſton
Robert Louthean (1)
John Atley
Wm. Thurman
Andrew Mackey

1780.
John Duncan
John Luckey
Wm. Tatlock
Ninian Jeffreys
John Wade
Henry Land
Robert Lilburn
Thomas Bell
Tho. H. Winter
Daniel Stewart
John Hair
John Conquer
John Allen
David Smith
John Silly
P. Schuyler Bruff
Richard Green
Wm. Long
John Mudge
Donald Traill
Thomas Harnan
John Leard
John Urquhart
Wm. Young
John Birch
Matthew Tatlock
Barthol. Jackſon
David Brown
John Douglas (1)
George Tremlett
John Coſton
Alexander Carr
John Ducker
Chriſtian Collins
Wm. Payne
Benjamin Spencer
Thomas Price
Wm. Lloyd
Wm. Scott
Charles Thompſon

1781.
S. P. Prichard
John Fryer
John Duffield
John Kidd
Edward Loud
John Bain
John Law
Samuel Sherwin
Charles Roberts
David Atchiſon
Thomas Watſon
Andrew Shannan
Daniel Roſs
John Wilkie
Joſeph Williams
Js. Alexander Murray
James Petre
Richard Davy

1782.
John Cutfield
John Lovedny
J. Banks Robinſon
John Cook (1)
Alexander Phillips
John Keller
George Patterſon
John Tomlin
Francis Bradſhaw
George Stewart
Alexander Ewans
Nicolas Antis
John Davies
Wm. Horne
Richard Nicholſon
Edward Grundy
Robert Black
John Rorrie
Francis Megſon
Thomas Fox
Richard Stephens
Walter Walker
Edward Kirby

1783.
John Jackſon
James Keltie
Murdo Downie
Thomas Gill

1786.
Michael Morton

1787.
Wm. Roſs
James Read

1788.
Daniel M'Coy

1789.
John Cheſſell

1790.
David Spence
Joſeph Behenna
Henry Moore
Matthew Forten
Shan Jenking
Robert Law
John Henzell
Duncan Wier
George Thomſon
Wm. Carr
John Blackburn
Thomas Bradbury
Lewis John
Wm. Milne

1791.
Wm. Brown (1)
John Burdwood
George Watſon
W. A. Langton
James Yarrow
George Hermes

1792.
Wm. Banks

1793.
Robert Murray
Wm. Pickering
George Andrews
Walter Broad
Thomas Popplewell
Wm. Waddy
W. J. Davis
Matthew Grave
Robert M'Grath
John Dyer
Edw. Groundwater
James Elder
James Gray
James Ramſay
John Coleman
Peter Manning
Wm. Hudſon
Wm. Ottey
Alexander Black
James Keith
Wm. Chalmers

1794.
Wm. Chapman
Michael Lee
Robert Amory
Nathaniel M'Nair
Boyle White
Wm. Randall
John Pynfent
Rt. Mitchinſon
Murdo Robinſon
Richard Weſt
Wm. Lawſon
Robert Campbell
Thomas Lacy
James Woodford
David Fertie
David Jackſon
I. F. Deſſiou
James Hutchins
Robert Tyrrel
Wm. Squarey
John Hill
Pike Channell
Wm. Bruce
Francis Owen
Thomas Stapleton
Slingsby Simpſon
Robert Cook
Wm. Spowers
John Tucker
Peter Burn
David Wallace
Edward Overton
Wm. Blake
S. W. A. Raven
Chr. Clayton
Robert Crooke
Joſeph Barnes
Alexander Parker
David Swan
Thomas Mann
Thomas Pitt
Wm. Birch
Thomas Spurling
Cass Halliday
John Harper
Edward Fairfax
F. H. Wemyſs
George Morriſon
Wm. Mitchell
Stephen Trounce
James Ritchie
Thomas Greenſitt

1795.
C. Cheſhire
John Bourne
Samuel Wilſon
W. Scargill
Wm. Moubray
J. V. Harroway
James Purches
Charles Baillie
Rd. Barrett
T. Quayle
Wm. Urquhart
Jerom Seater
George Prowſe
John Stoor
Joſeph Ramſay
Robert Duncan
Ph. Thomas
Wm. Moore
Donald M'Nivan
John T. P. Morton
Charles Baxter
John King
John Coghlan
Thomas Atkinſon
Richard Anderſon
Alex. Briarly
George Holbrooke
R. Louthean (2)
Dougal M'Gregor
Joſeph Dillon
Jn. Oſman
Js. Douglas
Samuel Brokanſha
George Chatterton
Robert Millions
George Paton
Js. Andres
Phil. Journeaux
Thomas Woolvar
Alan Lamb
Luke Cole
John Mudie
Dd. Blewis
James Storar
Dd. Donaldſon
James Neeve
Sam. Killingbeck
Wm. Wager
Edmund Ives
Thomas Temple
Francis Gordon
Mich. Spratt
Wm. Kirby

1796.
John Parrott
Geo. Forbes
Thomas Balfour
David Clark
Joſeph Nelſon
Robert Weir
Thomas Barwis
John Damon
Charles Weſt
John Goodridge
George Sidley
Robert Wright
Joſiah Oaze
Joſeph Curphy
James Ducker
Thomas Hoſkings
Mathias Siſk
Wm. Smith
Charles White
John Girdley
Js. Chandler
Adam M'Gill
John Murray
Thomas Hodgſon
T. Fotheringham
Charles Cottrell
Samuel Clarke
Thomas Hewlett
Wm. Pearſon
Thomas Penroſe
John Wood
Wm. Lucas
George Turner
John Hepburn
Wm. Hearn
Richard Turner
Henry Craddock
Robert Balfour
Stephen Stead
Henry Webb
Wm. Squire
Henry N. Baker
Joſeph Seymour
Robert Daviſon
Dan. M'Carthy
John Roſe
John M'Donald
Thomas Cook
Henry M'Cleverty
John Huntingdon
Robert Ramſay
James Lochead
Edw. Pearſon
Jn. Park
Wm. M'Kellar
Wm. Gerard
Rd. Geo. Peacock
John Noble

1797.
Charles Watts
James Ruſſell
Wm. Johnſon
Wm. M'Gill
Geo. Stephenſon
Henry Laurence
Henry Gooch
Wm. Norſworthy
James Reeves
Alex. Lumſdale
Thomas Taylor
Hen. Simons
Duncan M'Donald
John Trotter
James Downie
George Wilſon
John Gaze
W. Chreſhop
Lewis Briant
Anth. Lockwood
Andrew Barclay
Richard Burſtall
Edward Strode
Walter Anthony
Tho. Griffiths
John Sayer
Roger Taylor
Robert Lupton
M. R. Langdon
Thomas Moore
Miles Shaw
John Cook (2)
John Reid (2)
Thomas Edmonds
John Lamb (2)
John Douglas (2)
Luke Winter
John Alexander
James Duncan
Rt. Boles Garde

1798.
Js. Porteous
Wm. Cochran
Js. Gaſcoin
Tho. Thompſon
Francis Minto
James Mayn
James Roſe
Alex. Sibbald
John Noble (2)
Wm. Grant
Duncan Murphy
Alex. Louthean
Jn. Paul Silver
Thomas Scriven
David Maziere
Tho. Whitney
Mat. Coleman
Wm. Gray
Henry Brown
Charles Benſon
Thomas Barrow
James O'Connor
Rt. Thompſon
John Oliver
Peter Balkie
Tho. Reynolds
George Pearth
John Scolly
Chriſt. Leffingwell
Js. D. Laurence

John Biggins
Tho. Brown
Alex. Pyper
John Hole
Thomas Furnell
W. W. Butcher

1799.
T. Furlonger
James Squire
John Hartley
Thomas Stokes
George Ramſden (1)
Thomas Nott
Samuel Tomlinſon
John Tapper
John Darg
Jn. Engledue
George Stuart
Stonestreet Merrit
Edward Verling
Wm. Hewlett
Robert King
John Bell *
G. L. Biſhop
Ad. Weymouth
Henry Knollin
Edw. Sopar
Wm. Donovan
John Thompſon
Jerem. Robberds
Thomas Webb
Wm. Roſs (2)
David Robinſon
Richard Wright
Wm. Fothergill

1800.
George Barnard
James Scott
Wm. Parry
Alexander Hill
John Spurling
Swan Blyth
James Thompſon
Wm. Thompſon
James Hill
John Hedley
George Lewis
John Rodmore
Magnus Heddle
James Martin
Thomas Hodgſon
Richard Uſher
Thomas Smith
Nath. Hamed
Thomas Sothern
Henry Harnet
Robert Scott
Wm. Flinn
John Lamb (2)
Wm. Glen
John Crout
Wm. Stewart
Geo. Peckham
W. Caſon

1801.
Charles Downie
Thomas Tonzeau
George Lamport
John King
Auguſtus Dalby
Elais Symes
Wm. Lowes
James Farrell
John Bryce
John Airey
Rous Mallon
John Machin
Rob. Crookſhank
John Benſon
Wm. Law Feron
Wm. Wilkinſon
Richard Elliot
Joſeph Allcott
Stephen Thomas
John Drummond

PHYSICIANS TO HIS MAJESTY's FLEETS.

Dr. Thos. Trotter, and Dr. Andrew Baird.—Penſion 10s. per day.

SURGEONS, with the year of their firſt Warrants, by which they are entitled to Half-Pay.

1742.
George Leith

1754.
C. Nicholai

1755.
C. Meadows

1756.
Robert Howden
Robert Millington
John Watt
Nicolas Daviſon

1757.
W. Harvey
Wm. Gray (1)
Patrick Reany
Hugh Wecks
Anthony Gregg
John Robinſon

1758.
Tho. Jones
John M'Cormick

1760.
Rob. Tindall

1761.
G. Coytmore
John Haliburton
Daniel Price

1762.
Robert Apſley
Alexander Young
Wm. Pettigrew
Henry Watſon

1764.
F. Thompſon

1766.
T. Watſon

1770.
J. L. M'Clellan
Ephraim Graebke
John Henry Durre

1771.
John Smith (1)
Wm. Wallis
Samuel Jones
Thomas Mein
James Kirk
Wm. Perry (1)
Thomas Andrews

1772.
Ch. Armſtrong

1773.
Henry Maybee

1774.
Wm. Blamire
Matthew Ball
James Anderſon

1775.
R. Anderſon (1)
James Malcolm

1776.
James Rymer
Charles Thompſon
Richard Wood
Nicholas Flood
A. Anderſon (1)
Benj. Drawwater
Robert Melville
James Roſs
James Thomas
Robert Forreſt
Charles Roveard
John Birtwhiſtle
John Black (1)
Alexander Dods
Archb. Thompſon
Richard Temple
Robert Huet
Alex. Johnſon (1)
Wm. Stuart
Tho. Fitzmaurice
David Wardrope
Thomas Rumney
Frederick Horn
Edward Drury
Thomas Jameſon (1)
James M'Nair
John Burt
Samuel Hill
John Bennet
Thomas Elliot
James Ballentyne
John Ruſſel
Charles Wallace (1)
Thomas Seeds
Joſeph Williamſon
John Lamb
Peter Sandilands
Joſeph Anderſon

1778.
Wm. Servant
Thomas Coleman
Edward Inglis
Stebbing Revans
James Hunter
George Stavert
Tho. Thynne Folds
John Mill
Wm. Bragg
George Smyth
Wm. Henderſon (1)
Robert Munro
Wm. Meals
John Eedy
John Dick
Nathaniel Belly
Wm. Harris
James Young (1)
Joſeph Skinner
Alex. Johnſon (2)
Tho. Cunningham
Benjamin Young
John Capon Weeks
Wm. Renwick
Jeremiah Smithers
Alexander Pentland
Thomas Stokoe
John Grant (1)
Wm. Smellie Forbes
Francis Forſter
Wm. Long
John Heath
John Jeffcot
James Higgins

1779.
James Shaw
Samuel Hall
Simon Holliday
Andrew Stephens
Thomas Caird
Rd. Charles Connell
Joſeph Fleming
John Thomſon
James Crockatt
John Curry
Alexander Stewart
Mathias Felix
Alex. Love Gordon
Thomas Phippard
Richard Clarke
Thomas Haines
Robert Young
John Wardrope
David Lewis
Peter Smith
Peter Kennedy
Wm. Turnbull (1)
Robert Newberry
Edw. Harwood

1780.
Stern Tuckey
Cuthbert Eden
G. Bouch. Worgan
Thomas Graham
Joſeph Stevenſon
George Crockatt
John Burdie
David Wake Bell
Richard Kent
Thomas Williams
John Minchin
P. B. Aickin
James Callam
John Barker
William Pykar
Dennis Conſidden
Robert Welley
Thomas Turnbull

1781.
James Coull
Thomas Armſtrong
Thomas Bing
John Cobham Mules
Wm. Perry (2)
Alexander Brown
James Sawers
James Nutt
David Gardner
Wm. Walker (1)
Wm. M'Curdy
Leonard Gilleſpie
Edward Lloyd
Richard Dalton
George Hewetſon
Stephen Jones
John Griffin
Rd. Lloyd
James Thompſon
Stewart Carnegy
Wm. Piercy
Joſeph Beale
James Clegg
Wm Nesbitt
Robert Anderſon (2)

1782.
James Scott
Dd. Paterſon (1)
Wm. Cockburn
James Wilkes
Dd. Paterſon (2)
Alex. Gordon (1)
James Magennis
Alexander Grant
John Bell (1)
James Farquhar
Wm. Turnbull (2)
Thomas Morgan
John Gibſon (1)
Charles M'Glaham
John Agnew
Richard Burke
Wm. Jardine
Andrew Wilſon
Ebenezer Nicholſon
George M'Callum
Wm. Jackſon (1)
Jonathan Young
George Sibbald
John Duncan
Wm. Harthorn
Daniel Maxwell

1783.
Alex. Duncan
Alexander Whitſon
James Long
Charles Cudlip
John Aitkin
Thomas Kein

1784.
Henry Semple
John Allen

1786.
Iſaac Wilſon

1787.
John Snipe
Robert Wright
John Clifford
W. Walker (2)

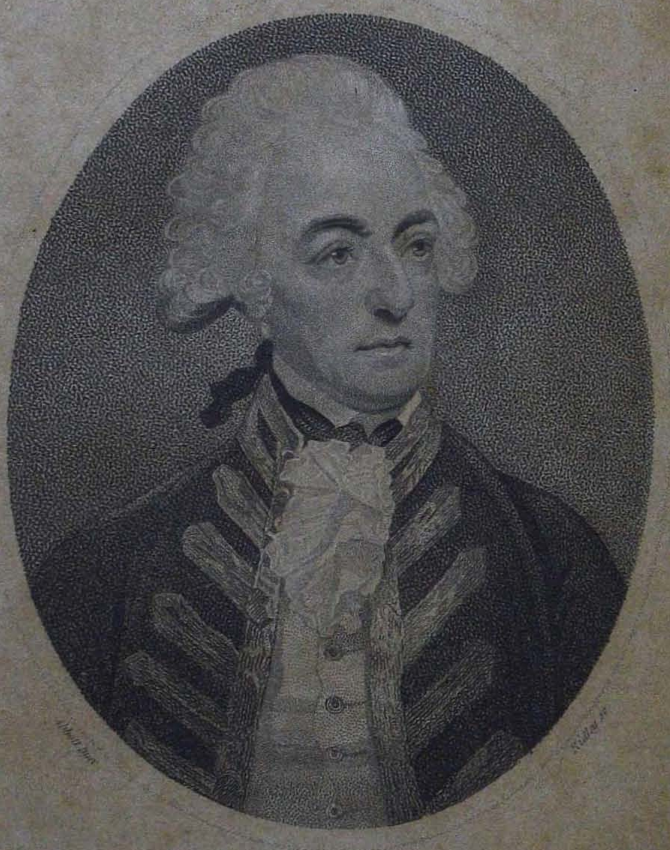
1790.
G. Rutherford
Henry Sempell
Robert Paterſon
Lauren. Anderſon
George Bain
Alexander Bennett
Robert Dunn
Alex. Anderſon (2)
Wm. Pattiſon
John Gardner
Robert Dunkin
George Michie
Lauren. M'Intoſh
Alexan. Hamilton
George Kellie
Wm. Nepecker
Alexander Proctor
David Aitken
Robert Kirkwood
James Turkington
Henry Feary
Joſeph Parker
Thomas Kenning
James Parker
Corn. Reynolds
Archibald Menzies
Thomas Stewart
Alex. Thompſon

1791.
John Buchan
John Wade
John Legatt
John Bayne

1792.
James Little

1793.
Th. Eſhelby
Wm. Fuller
Robert Greer
John Spence
John Stoddart
Robert Taſoſh
George Turnbull
Alexan. Abercour
J. N. Taylor
Stephenſon Eden
James Godfrey
John Moffatt (1)
Samuel Parker
John Weymouth
Wm. Fleming
Montgom. Bolwell
J. Nicholl
J. W. Frankland
Wm. M'Donald
Luke Nagle
John Pulhunty
James Bell
James Dunn
Thomas Smith
John Landell
John Drew

[To be continued.]



ROBERT RODDAM Esq.

Admiral of the White Squadron

Published April 30 1803 by J. Gold 103 Shoe Lane

BIOGRAPHICAL MEMOIRS OF

ROBERT RODDAM, ESQ.

ADMIRAL OF THE WHITE SQUADRON *.

——— Sprung from an ancient race,
And early taught to tread the paths of honour.

ANTIQUITY of family can never be opposed to personal merit; but when antiquity of family and personal merit meet together in the same individual, their union commands universal respect. The family of Roddam is supposed to be one of the most primeval in the British dominions. It can be traced to the time of the Saxon heptarchy, and upon an old pedigree of the family is written the following grant, which relates to the estate at present enjoyed by the Admiral:—

I, King Athelston, gives unto the Pole Roddam,
For mee and mine, to thee and thine,
Before my wife Maude, my daughter Maudlin, and my eldest son Henry,
And for a *certen* truth,
I bite this wax with my gang tooth,
So long as *muir* bears moss, and —— *hare*,
A Roddam of Roddam for ever *mare*.

The Roddams, of Roddam, in Northumberland, intermarried with the most ancient and respectable families in that county, and had originally possessed a great portion of the north part of Northumberland. The subject of these memoirs was the third son of Edward Roddam, Esq. by Jane, daughter of Robert Shelly, Esq. He went to sea as a Midshipman in the Lowestoffe frigate, in the year 1735-6. He served also as a Midshipman in the Russel, Cumberland,

* For the greater part of these Memoirs we are indebted to a work entitled "Public Characters for the Year 1803." We cannot help observing here that the work we allude to has printed our Life of Sir Roger Curtis, Bart. (Vol. VI. page 261.) verbatim, without a single word of acknowledgment. From whatever sources we derive our assistance, we are ready to avow them, and candour requires that no one should profit by the labours of another, without some confession of an obligation.

and Boyne, and was upon the Antigua station with Captain Drummond, of the Lowestoffe, more than five years. Sir Chaloner Ogle then took him into his own ship, on his way to Jamaica, to join Admiral Vernon, and he served in the different expeditions against Carthagena, Cumberland Harbour, &c. which we have in another place detailed at large *. On every occasion our young Officer displayed the greatest intrepidity and firmness, and at one time had a very narrow escape, a part of his coat being shot off by a cannon ball.

On the 3d of November, 1741, Mr. Roddam was promoted to the rank of Lieutenant, and appointed to the Superb, the Hon. Captain William Harvey, in which ship he returned the same year to England, and, though so young an Officer, had the good fortune to save the ship twice on her passage home. The Superb was paid off at Plymouth in 1742, and Mr. Roddam was commissioned third Lieutenant of the Monmouth on the 7th of September the same year. The Monmouth was commanded by Captain Charles Wyndham (uncle to the late Secretary at War), a rigid disciplinarian, but a most excellent Officer. Being on a cruise off the island of Teneriffe, the Captain (as was his constant practice at night,) gave his orders particularly that every incident should be inserted in the log-book. Lieutenant Roddam, who had the charge of the first watch, was ordered by Captain Wyndham to put the ship about at twelve o'clock, which he unsuccessfully attempted to do three times, although there was no apparent obstacle to prevent its being done; and when Lieutenant Hamilton came upon deck to relieve the watch, Roddam told him that witchcraft must have prevented the ship from going about, and bidding Hamilton go forward, he once more attempted to execute the Captain's orders, when the ship missed stays a fourth time. This circumstance, as it proved in the event, was directed at least by good luck, for so much time was occupied by these fruit-

* Vide Life of Admiral Vernon, page 179.

less attempts to put the ship about, that day-light commencing, a sail was discovered ahead of the Monmouth, which they chased and captured. The prize proved to be a Spanish ship of 300 tons, 14 guns, and 110 men, bound from Cadiz to La Vera Cruz, with a cargo consisting of 800 bales of dry goods, sixty-six tons of quicksilver, and other valuable commodities, to the amount of more than one hundred thousand pounds, and which, but for the fortunate accident above related, would in all probability have escaped. Lieutenant Roddam related this circumstance to his Captain soon after, at the same time reminding him that his custom of inspecting the log-book had been neglected, or he would there have seen that his commands had not been obeyed; but Captain Wyndham's good fortune had made him forgetful of his own rule, and he was too much pleased at the lucky circumstance to attach any blame to his Lieutenant.

Mr. Roddam continued in the Monmouth till the 14th of July 1746, when he was promoted to the rank of Commander, and appointed to the Viper sloop, of 14 guns. About this time Lord Anson (then Mr. Anson,) went to Portsmouth to command the western squadron, and expressing a strong wish to all the Captains to stop a fleet at that time lying at Plymouth, they urged the impracticability of the undertaking in a high south-west wind, and stated many other concurring obstacles. Mr. Roddam, the youngest Captain, instantly undertook to try the possibility of stopping them, though his sloop being just off the stocks, was in every way incomplete, and, contrary to the expectation of his brother Officers, he performed with the greatest readiness what he had undertaken. This proof of his judgment and seamanship was so strong a recommendation to that great naval Officer Lord Anson, that he immediately applied to the Lords of the Admiralty for leave to take Captain Roddam under his command.

In the course of the year Captain Roddam had another opportunity of distinguishing himself. Admiral Sir Peter

Warren, who then commanded the western squadron, having received intelligence from a Bristol privateer, that more than thirty sail of the enemy's vessels, laden with naval stores, were in Sediere Bay, a small port to the westward of Cape Ortegal, inquired if the Captain of the privateer could carry in any of his Majesty's ships; to which he replied in the negative. The Admiral then asked if any battery sheltered them, and being answered that there were two, and that the entrance was very narrow, he determined to relinquish the attempt as impracticable. Captain Harrison, of the Monmouth, however, being present, recommended the Admiral to employ the Viper, which Captain Roddam commanded, adding, "he would answer for that young man effecting all that human nature could perform." To this proposal the Admiral immediately assented, and dispatched Captain Roddam the same evening, with the Hunter dogger and the privateer, manned with volunteers from the fleet. The next morning Captain Roddam was off the first battery, which he attacked with the greatest resolution, soon carried, and destroyed the guns. He then stood into the bay, burnt twenty-eight sail of small vessels, and on the third day rejoined his Admiral with five prizes and a Spanish privateer, which were all the vessels that he was able to carry off for want of hands to man them. The town offered to surrender on his own terms; but Captain Roddam generously told the inhabitants that he did not come there to enrich himself and crew at the expence of harmless individuals, but only to attack such as were armed against Great Britain, the number of whom at the first battery alone amounted to above five hundred men.

Upon Captain Roddam's return to the squadron, he was met and received at the entering port of the flag-ship by Admiral Sir Peter Warren, who taking him in his arms, thanked him most cordially for his gallant conduct, and the important service he had rendered his country, which, with his treatment of the inhabitants, so pleased and gratified this brave and humane Commander, that his statement of

the affair to the Lords of the Admiralty, immediately obtained Captain Roddam the command of the Greyhound frigate, of 24 guns, with the rank of Post Captain, to which he was appointed the 9th of July 1747.

Connected with this gallant and well-executed enterprise is an anecdote which reflects honour on all parties concerned in it. On his return to England, Captain Roddam was solicited by the freemen of Portsmouth to become one of their representatives in Parliament, though he was no otherwise known to them than from the account of his conduct in Sediere Bay; but this honour he declined, and at a subsequent period also refused, as well as invitations from other boroughs.

In the Greyhound frigate, Captain Roddam was stationed on the coast of Holland under Commodore Mitchell; he was afterwards ordered to join Admiral Watson at Louisbourg, and by that Commander was stationed three years at New York, from whence he returned to England in 1751. On the 30th of January 1753, he was appointed to the Bristol guard-ship, of 50 guns, at Plymouth, where he continued about a year; and in 1755, was appointed to the Greenwich, also a fifty gun ship, sailed to the West Indies, and was on the Jamaica station till the year 1757.

At this period, being on a cruise off Cape Cabroon on the 16th of March early in the morning, the Greenwich fell in with four French line of battle ships, two frigates, and a store-ship, which the Officers and crew of the Greenwich supposed and confidently asserted were merchantmen convoyed by two frigates; but Captain Roddam was of another opinion, and, though too late, convinced his ship's company of their mistake, as the vessels in sight proved to be the Tonnant, of 84 guns, commanded by Admiral Beaufremont; the Desauncene, of 74 guns, Captain Blonal; the Diadem, of 74 guns, Captain Rosele; l'Eveille, of 64 guns, Captain Merville; the Inflexible, of 64 guns, and the Savage and le Bronne frigates, with a twenty gun store-ship.

This squadron being to windward, sent one of the frigates to reconnoitre, which Captain Roddam perceiving, and finding his chance of escape almost hopeless, used every manœuvre to draw her toward the Greenwich. His ship, according to a common *ruse de guerre*, being painted in the French manner, he hoped to decoy the frigate sufficiently near her, to carry her by boarding, for which his men were prepared with pikes and small arms, and in that case he intended immediately to dispatch her to Jamaica with intelligence of the force and situation of the enemy: but the French frigate soon discovering the Greenwich to be a two-decked ship, avoided the attack, and returned to her own squadron. The Diadem first began firing, at nine o'clock, and from that hour till nine at night the Greenwich was incessantly attacked by one or other of the enemy's ships. At one time Captain Roddam prepared to board the l'Eveille, which being the best sailing ship in the French squadron, if he could have carried her by a *coup de main*, there was a probability of escaping with her; but the other ships coming up, the Greenwich became so much injured in her rigging, that she was quite unmanageable, which compelled Captain Roddam to relinquish his hopes of boarding. He then called his ship's company together, and told them, he had done all in his power to preserve his Majesty's ship, but if any of them could point out the Tonnant, the French Admiral's ship, he thought the Greenwich could yet divert her an hour or two. The Officers *, after some consultation, represented to him, "that it was undoubtedly their duty to obey him; but they had been unceasingly shot at for twelve hours, and supported an action they believed longer than had ever before been sustained by any ship under similar circumstances."

At half past nine o'clock at night, it being the unanimous opinion of his Officers, that Captain Roddam had done every thing that could be performed for his Majesty's service, and

* The late Admiral Sir James Wallace, whose obituary is recorded page 251, was one of his Lieutenants.

that to continue the engagement could only tend to sacrifice the lives of his brave ship's company, he reluctantly ordered the British colours to be struck; one of the 64 gun ships being then within hail, and the others close astern of her. The French ship l'Eveille presently hailed Captain Roddam to hoist out a boat, and go on board the 64, which he repeatedly refused to do; and finding his interpreter had said, "every thing being cut away they could not get a boat out," instead of saying, "Captain Roddam *would not*," he himself hailed, and inquiring if any one on board l'Eveille spoke English, he was replied to by a voice he knew, a Mr. Giddy, a Danish Officer, who had served in the preceding war with Captain Norris, in the Prince Frederick. Captain Roddam then told Mr. Giddy, he would not go on board the French man of war in his own boat, but *must* be sent for, which if not complied with, he would hoist the British colours immediately, and defend his ship as long as she could swim. This menace produced an instantaneous effect. The French Lieutenant then went on board the Greenwich, and found the men all at their quarters, with lighted matches in their hands, and the greatest order prevailing throughout the ship (of which, under like circumstances, there had never been a precedent), and which seeming to surprise and alarm the French Officer, Captain Roddam told him, "He had there seen a garrison capitulate to a very superior force, and ready to renew the fight if the French had *not* done as he required." Captain Roddam was then taken on board l'Eveille, Captain Merville, who, instead of sending for his own bedding, gave him that night one of the ship's company's cradles, with a dirty rug, which seemed to have been employed in the last office for many a poor mariner in the French ship; and Captain Roddam's anxious mind not having allowed him to think of dressing when he struck (which was at that time an invariable custom with the French, as we believe it is at present), he was, of course, next morning extremely black and dirty, with torn shoes, and tattered habiliments, damaged by splinters during the long action; and although he had

most feelingly urged and solicited kind treatment for his Officers and men, yet he had the painful reflection to know, that all except the Lieutenants were put among the foremast men, his Purser's clothes were taken off his back, and his Steward was kept waiting on the poop without victuals ten hours; every place was broken open and ransacked, though the French Lieutenant to whom he had given his keys, had pledged *his word of honour* to the contrary: and the whole crew of the Greenwich were without food.

This ill treatment roused the indignation of Captain Roddam, and he insisted upon being carried to the French Admiral, that he might complain of the ungenerous and base usage which he and his people had met with. At last he was summoned to the presence of the French Commander in the uncomfortable habiliments before mentioned, and in such a condition, as would have caused a British victor to have blushed at in a prisoner of the meanest rank. M. Beaufremont, the French Commander in Chief, and his countrymen, were sparing of every thing but civil speeches, which could neither clothe nor feed the brave tars who had so nobly defended themselves, and from their gallantry alone were entitled to the most liberal treatment. He was asked what had induced him to hold so unequal a contest, and to refuse to hoist his boat out? He answered, that having very lately heard that an English man of war had been taken by a French line of battle ship and a frigate, and that the Captain had been compelled to carry his sword in his own boat to the frigate; but that such a disgrace could not have happened to him, for *his sword so required* should only have been delivered through the body of the person demanding it in a manner so degrading and insulting.

Our hero and his brave ship's company were taken to St. Domingo, where the Governor gave him leave to see his people every day; but after some time he was refused admittance to them by the centinels on duty. His men inquired with much anxious solicitude, if their Captain was murdered, as they knew he would not desert them while he

lived; but not receiving a satisfactory answer, they seized the guard, armed themselves, and sallied forth, demanding their Captain, which obliged the Governor to send for Captain Roddam, and entreat him to quell his men. The Captain answered, "that being a prisoner on parole, he had no right to command, and his unfortunate shipmates had been so ill treated by the *Intendant, who was then present*, that had his situation been otherwise than it was, he would certainly have headed them." The Governor again desired him to appease his men; to which he answered, "he believed he could still exert his influence, provided he was promised proper treatment for them, and permission for himself to visit them every day." On this, joining his brave crew, they gave him three cheers, saying, "*Now he* was once more their leader, he knew *what he could do*." His reply referred them to their own knowledge of the great force then at the Cape; but the men still persisting, he added, "he certainly had no right to command, being, like them, a prisoner, and had given his parole and word of honour to the Governor, therefore if they did not return to their prison he had nothing more to do with them." Upon this they immediately obeyed, and during the remainder of their stay were much better treated.

About two months after they were all embarked with their Captain and Officers for Jamaica, except one Lieutenant who died at the Cape, and one who remained there, having been wounded: some deserters from other men of war were also put on board the cartel with them; and these deserters dreading the issue of their trials when they should arrive at Jamaica, they induced some of the crew who had belonged to the Greenwich, to consent to put them ashore at Port Morant (which is too frequently done in cartels), as the sailors think their landing there prevents their being sent to men of war, and consequently gives them liberty; but Captain Roddam gaining some intimation of their design, by

his firm and prompt conduct overawed the mutinous, and prevented the execution of their purpose.

Upon his arrival at Jamaica, in conformity to the salutary regulations of the service, which require, that, whenever a ship of war is lost, either by the accidents of the sea, or captured by the enemy, the strictest inquiry should be instituted into the circumstances which may have occasioned such a misfortune, Captain Roddam underwent the ordeal of a trial by a Court-Martial, in Port Royal harbour. It is scarcely necessary to add that he was most honourably acquitted. The Commander in Chief on the Jamaica station, Admiral Cotes, a man equally respected for his talents as an Officer, and the excellence of his character as an individual, on presenting Captain Roddam with the minutes of the Court, accompanied them with the flattering request that he would print them, as reflecting great credit on the service and the British flag; accordingly they were printed at Kingston, in Jamaica, and few publications have displayed the merits of an individual in a more honourable light.

Having been released only on his parole, as soon as his trial was ended Captain Roddam embarked in a packet for England. About the middle of the passage the vessel met with a severe gale of wind; when it abated, Captain Roddam observed the Master manœuvring the vessel in so unskilful a manner, that the most dangerous consequences were to be apprehended from the measures he was pursuing. Captain Roddam mentioned this to the Master of the packet, who replied, "he had orders not to lose a moment's time." Captain Roddam told him, "more time would be lost if the vessel went to the bottom," an event that now seemed so probable, that the Master deplored his misfortune in not taking advice. "Then follow it now," said Captain Roddam; and under *his* direction the packet was righted in half an hour, but so strained with the weight of water, that her water-way seams were fully opened. In the chops of the Channel Captain Roddam was the means of saving the

packet a second time, by enabling the Master to escape from an enemy's privateer.

Soon after his return to England, Captain Roddam being regularly exchanged, he went out a passenger in the Montague to Sir Edward (afterwards Lord) Hawke, and took the command of the Colchester, of 50 guns, off Ushant, the 7th of December 1759, in which ship he was sent to Plymouth to procure what the Colchester wanted, and to conduct any convoy that might be ready for that station. In ten days the Colchester rejoined Sir Edward Hawke, whose confidence in her Commander was so great, that he appointed him, with Captain Hervey, of the Monmouth, and Captain Rowley, of the Montague, to watch the French fleet close off Brest. Three French men of war came out, which the English ships chased within the batteries, and run one of them on shore.

After this service, Captain Roddam was ordered to relieve Captain Duff off Belleisle; on which occasion he carried the Colchester through the narrow rocky passage (Le Ras,) between the Saints and the shore, into Audierne Bay, and was believed to be the first English ship that ever made the attempt. When he arrived at his destination, Captain Roddam received orders to watch a convoy with sixteen frigates, supposed by Government to be bound with troops for Ireland: but his little squadron not having force enough to meet the whole of the frigates, with a prospect of much success, he gave the men of war under his command orders to *dash* amongst the convoy, and, if possible, to avoid engaging the frigates, but to endeavour to cut away the masts of the transports and disable them, which he knew would entirely defeat the intended expedition. Upon receiving these orders, a friend of Captain Roddam's, who served under him, went on board the Colchester, and asked him if there was not some mistake in the British being ordered *not* to fight, as they would be liable to be called cowards. To this Captain Roddam replied, "that the charge of cowardice could alone be applied to himself, who had given those

orders." His friend then inquired what Captain Roddam meant to do? He answered, "to shew there was no cowardice, he should fight the whole number of frigates, and trusted some of them would be sent to the bottom." Captain Roddam, however, had not an opportunity of executing what he proposed, as the French armament did not venture out of harbour.

Some time after this Captain Reynolds joined this little squadron in the Firm, and being senior Officer, took the command; but unfortunately he had with him only one pilot, though he was sent on that station with particular orders to endeavour to destroy the convoy then lying in Rochfort river. Upon his arrival he called a council of the Officers, to consult if it was possible to effect the commands of the Lords of the Admiralty: their unanimous opinion confirmed the entire impracticability of such an attempt with only one pilot. Upon which Captain Roddam said, "he had fully given his opinion, agreeing entirely with the other Captains, that it could not be done; but his ship, the Colchester, being an old man of war, and not worth much, the loss of her would be trifling for the good of the service, and, with Captain Reynolds' concurrence, he would make the *trial*, with the boats to assist him." But Captain Reynolds and the rest of the council were against his running the risk. Upon this Captain Roddam observed, that he himself had been in command the day preceding, and he would give it under his hand, that circumstanced as above, *he* should have made the attempt:" but the general voice finally decided otherwise. Captain Roddam then recommended Captain Reynolds to cruise with a part of the frigates off one opening of Belleisle, and send the Colchester off the other; but after putting this plan in execution, it was found next morning that the convoy had passed Captain Reynolds, and got into the river Vans.

After this Captain Duff, in the Rochester, arriving there with several other ships, took the chief command, and find-

ing the Colchester very leaky, and in want of provisions, gave orders for her to return to Plymouth, which port she reached, making five feet water an hour ; but notwithstanding her being in that condition, Commodore Hanaway sent some caulkers on board, and ordered her immediately to join Sir Edward Hawke, off Vans, with a convoy. Upon this order being executed, Sir Edward Hawke asked Captain Roddam who had sent him out with a ship in so unfit a condition for sea? and ordered him directly back to Plymouth, where being better refitted, Captain Roddam was directed to sail to St. Helena, with the Rippon, Captain Jekyll, under his command, to bring home the fleet from the East Indies.

Previous to their sailing from St. Helena, Admiral Sir George Pocock joined them, and in their passage home, off Scilly, being in a great fog, Captain Roddam supposing the Colchester not far from the islands, and the other ships to be still nearer, made a signal *to tack*, which Sir George Pocock honoured him by repeating, and afterwards thanked him. When off Dover, also in a fog, and much wind, after the Admiral's making a signal for lying to, Captain Roddam seeing the South Foreland, ventured to make a signal for the convoy's bearing away for the Downs, for which the Admiral *also thanked him*, knowing several of the convoy were in danger; and added, if he could have been certain of Captain Roddam's doing so, he should have run his own ship into the North Sea, as his anchors and cables were in a very bad condition; the weather however happily clearing, they all arrived safe. The Colchester, in a few days, was ordered to Spithead, and, being found unserviceable, was paid off.

Peace was soon after proclaimed, upon which Captain Roddam converted his sword into a ploughshare, and laid the foundation of those improvements in his own country, at Roddam, an estate which afterwards, in the year 1776, he succeeded to at the death of his eldest brother Edward

Roddam, Esq. in whose life-time he rebuilt the present mansion-house, retaining a singular and strong attachment to the ancient possessions of his family.

On the supposition of a war breaking out with Spain, about the year 1770, on account of Falkland's Islands, Captain Roddam was commissioned on the 7th of December in that year, for the Lenox, of 74 guns, and continued to command her three years as a guardship, being relieved the 19th of December, 1773, by Captain Matthew Moor. At the commencement of the American war, on the 17th of March 1777, he was appointed to the Cornwall, of 74 guns, at Chatham, with orders to proceed to Spithead, and commanded one of the twelve ships then intended for the Mediterranean. But upon being appointed Rear-Admiral of the White, on the 29th of April 1778, he was succeeded in the command of the Cornwall by Captain Timothy Edwards, and was immediately ordered to Chatham, as Commander in Chief of his Majesty's ships and vessels in the river Medway, and at the Buoy of the Nore. On the 19th of March, 1779, he received the rank of Vice-Admiral of the Blue; and continuing in the same command, was promoted to be Vice-Admiral of the White, on the 26th of September, 1780; a Vice-Admiral of the Red on the 24th of September, 1787; and on the 20th of April, 1789, he was appointed Commander in Chief at Portsmouth, where he continued three years most actively and vigilantly attentive to the duties of his important station.

By early hours and regularity he carried every business quickly forward; and the expectation of war, with its hurrying consequences, gave him in that situation many opportunities of exerting his professional zeal. Among other instances, he received orders to get the guardships ready for sea, which he completed in five days, except men; and the like order being repeated for fitting out five sail more, he had them also entirely ready at Spithead in fourteen days, which he announced to the Lords of the Admiralty, with earnest offers

to go with the squadron to any part of the world. This extraordinary expedition in getting men of war ready for sea so astonished the French nation, that their newspapers noticed that British ships of war sprung up complete like mushrooms. Admiral Roddam's professional services have, with a strong wish for employment, been offered upon every occasion, but he has not had an opportunity of exercising them since he struck his flag at Portsmouth in the year 1792.

Upon the 1st of February, 1793, he was promoted to be Admiral of the Blue; and on the 12th of April, 1794, Admiral of the White. He is now the second Admiral on the list; and from the perfect possession of health, strength, activity, good spirits, and valour, may yet live to share some of those rewards or distinctions of his Sovereign's *respect for services*, which on every occasion he has invariably employed to the best of his ability: but he never asked for any situation that would place him above an older Officer, always considering such conduct as being extremely detrimental to the service.

During the time he was in command, every gentleman then in commission could bear testimony to his activity and zealous attention both to the service and every person employed in it. His table was always ready to receive his brother Officers of all descriptions, and every other person fit to be placed at it; which hospitality he now continues, in the style of an ancient Baron, at his seat in Northumberland. No sailor's widow or orphan ever sued to him without receiving his benevolent assistance. He has ever been the *sailor's friend*, though at the same time their steady and undismayed Commander; and mutinies never existed under his flag. In politics he was always a firm adherent to Government, as he considered any interruption to it unjust to the conductors, whose exertions would ill proceed by stops being put to *that wheel*, which, if intercepted in its regular motion, might greatly impair, if not entirely destroy, the *whole constitution*; and this opinion he proves in his own

neighbourhood, where every assistance to Government is given by him both in precept and example, by subscriptions for the public good, and activity and impartiality as a magistrate, a line of conduct which no consideration of self has withheld him from pursuing; and we are happy to observe, that although Admiral Roddam has attained an age to which the generality of mankind do not reach, yet he possesses a strength of constitution equal to the activity of his mind.

CORRESPONDENCE.

MR. EDITOR,

ON perusing your valuable work, it has given me much pleasure to perceive that many pages are occasionally devoted to what relates to the maritime department of the Hon. the East India Company, which has induced me to send you the inclosed Papers. I have the honour of commanding an East Indiaman, and during my abode in India the NAVAL CHRONICLE was put into my hands, from which I gratefully acknowledge to have received considerable information. I think it may be satisfactory to you to be informed that your work is universally admired in that quarter of the world, and eagerly sought after there; and I have likewise to acquaint you, that previous to my departure for England I received many orders to send over sets of the NAVAL CHRONICLE, for which purpose I shall in a few days do myself the pleasure of waiting on you.

I.

RULES AND REGULATIONS OF THE EAST INDIA COMPANY.

To Captain Commander

of the Ship

SIR,

THE Court of Directors having approved of your appointment to the command of the ship I am directed to furnish you with the accompanying papers, containing what is immediately necessary for your informat on and observance, and to require

of you the most punctual attention to all they contain. In the providing officers and ship's company, and in every necessary equipment, your utmost diligence is to be exerted; and by a constant and unremitting attention thereto, and frequent inspection of your ship, you are to hasten and expedite her departure, so as to comply with the times in your charter-party. The stowage having been subject of great complaint, and the little attention to this branch of duty making the most pointed orders thereon necessary; as there are repeated instances of many ships going in a lumbered state from Gravesend, who have afterwards taken in seventy or eighty tons of goods, it is expected you will be particular in this very important object, and that a hold-book be kept to ascertain the stowage; and should the like practice prevail on board your ship, a serious investigation and punishment will follow. You will communicate to your Officers all such instructions which apply to their conduct, and enforce the observance by every means in your power. I am, Sir,

Your most humble Servant,

WILLIAM RAMSAY, Secretary.

To

Mate of the ship

SIR,

THE Court of Directors having received frequent information of the illicit trade that has been carried on by some of the Commanders and Officers of their ships, and others; and being determined to put an end to practices so detrimental to the revenue, the Company, and the fair trader, they hereby communicate, for your information, a copy of an advertisement they have resolved from time to time to circulate in the most public manner possible, both in England, India, and China. If, therefore, after this previous warning of their intention, you shall be found guilty of carrying on an illicit trade yourself, or of conniving at the practice in others, you may rest assured that the consequence of the same will be an immediate and irrevocable dismission from the Company's service. I am, Sir,

Your most humble servant,

WILLIAM RAMSAY, Secretary.

East India House, 25th Jan. 1786.

THE Court of Directors of the United East India Company, having received information that great quantities of woollens, camblets, and warlike stores, have been illicitly exported; also great quantities of tea, muslin, china-ware, diamonds, and other merchandize, have

been illicitly imported in their ships, and smuggled on shore, to the very great damage of the revenue, the Company, and the fair trader, they do hereby offer and promise a reward to any person who shall make any discovery of such offence, of one-half of what the Company shall recover and receive, over and above all other rewards the parties are entitled to by law. Such discovery to be made to the Company's Solicitor in London. And the said reward to be paid by the said Company's Secretary, on the condemnation of the goods illicitly imported or smuggled, out of the produce thereof, on the conviction of any offender, or out of the money the Company shall recover or receive, on such conviction; and the name of the informer shall be kept secret if required.

By order of the said Court,

WILLIAM RAMSAY, Secretary.

AT a Court of Directors, held the 19th of October, 1791.

RESOLVED,

That each ship of the burthen of 750 to 800 tons be navigated by

1 Commander	2 Boatswain's Mates	
1 Chief Mate	2 Gunner's Mates	
1 Second Mate	2 Carpenter's Mates	
1 Third Mate	1 Caulker's Mate	
1 Fourth Mate	1 Cooper's Mate	
1 Fifth Mate	6 Quarter-Masters	
1 Sixth Mate	1 Sail-maker	
1 Surgeon	1 Armourer	
1 Purser	1 Butcher	
1 Boatswain	1 Barber	
1 Gunner	1 Poulterer	
1 Carpenter	2 Servants for the Commander	
1 Midshipman and Coxswain	1 Ditto	Chief Mate
4 Midshipmen	1 Ditto	Second ditto
1 Surgeon's Mate	1 Ditto	Surgeon
1 Caulker	1 Ditto	Boatswain
1 Cooper	1 Ditto	Gunner
1 Captain's Cook	1 Ditto	Carpenter
1 Ship's Cook	50 Foremastmen	
1 Captain's Steward		
1 Ship's Steward	101	

That ships of a less burthen be navigated by men in the proportion of $12\frac{1}{2}$ to every one hundred tons.

That a ship of 900 tons do carry 110 men

1000	ditto	120
1100	ditto	125
1200	ditto	130

That five Supernumeraries (two of whom be permitted to walk the quarter-deck), but not more, be allowed in each ship.

That the number of Officers, Petty Officers, persons allowed to walk the quarter-deck, and servants, be not exceeded upon any account; but that the extra number (exclusive of the two who are allowed to walk the quarter-deck as before mentioned,) do consist entirely of foremastmen.

That if a Commander should, in any instance, act in disobedience to the before-going regulations, but more especially by increasing the stated number of Midshipmen, he be irrevocably suspended the Company's service for the term of three years.

That any person borne on the ship's books as part of her complement, who shall be discharged in India, China, or St. Helena, without the permission of the Company's President and Council, or other agents, in writing, or collusively permitted to leave the ship, shall be considered as coming under the description of the clause in the charter-party; and the Commander, in addition to that penalty, shall forfeit the sum of three hundred pounds.

That a Commander, who shall carry out or bring home any passenger or person without the leave of the Court of Directors, or such person as are empowered by the Court to grant permission for that purpose (such passengers or persons not being borne on the books as part of the ship's company), shall forfeit the following sums in addition to the penalty in the charter-party, viz.

For a male or female black servant, being a native of India or other country, the sum of twenty pounds.

For an European, or for a native of India, being the child of an European, five hundred pounds.

That in order to prevent the great expences which have fallen upon the Company by returning black servants who have been discharged by their masters and mistresses after they have been some time in England, and with a view of enforcing the Court's present orders for taking bonds in India as a security for the charges attending the return of such servants, those bonds be transmitted to the Commander of the ship on which they are to embark, with the order for his receiving the servants on board. That the necessary directions be transmitted to the several Presidencies, to Canton, and St. Helena accordingly. That the Commanders be enjoined to refuse receivi

the servants unless the order is accompanied with the security bonds; and if a Commander disobeys the Court's commands in this instance, he be subject to the same penalties as for bringing home servants without leave. That upon his arrival in England he do deliver the order and bonds to the Clerk to the Committee of Private Trade.

That, independent of the several penalties respecting passengers above mentioned, if a Commander disobeys any of the above Regulations respecting them, he shall be liable to suspension during the pleasure of the Court for the first offence, and liable to dismission from the Company's service for the second offence.

That this Court will consider every Commander as guilty of an evasion of their orders, and consequently liable to their displeasure, and to the before-mentioned penalties, who shall enter on his books any person not absolutely intended as a part of the ship's company, or shall connive at or suffer any one to proceed on board his ship under a feigned or fictitious character.

W. RAMSAY, Secretary.

Regulations established by the Court of Directors of the United East India Company, on the 20th of November and 11th of December 1793, respecting the Qualifications of Mates during the War.

Resolved,

THAT a Chief Mate shall have attained the full age of twenty-three years, and have performed a voyage to and from India, or China, in the Company's service, in the station of Second or Third Mate.

That a Second Mate shall have attained the full age of twenty-two years, and performed a voyage to and from India, or China, in the Company's service, in the station of Third or Fourth Mate.

That a Third Mate shall have attained the full age of twenty-one years, and have performed two voyages to and from India, or China, in the Company's service.

That a Fourth Mate shall have attained the full age of nineteen years, and performed one voyage to or from India, or China, in the Company's service.

N. B. Every person previous to his being first appointed a Sworn Officer, must produce a certificate from the parish-register, or other satisfactory proof, of his age.

The Indulgence of Private Trade from the United Company of Merchants of England, trading to the East Indies, to the Commanders and Officers of their freighted Ships.

THE Court of Directors of the said Company, desiring to give all due and fitting encouragement to the Commanders and Officers of ships employed in their service, have resolved to allow them to participate in the Company's exclusive trade, by permitting them to occupy tonnage to the following extent, in any goods except woollens, camblets, and warlike stores; which articles they have thought proper to reserve for the sole trade and account of the Company; and as a further indulgence to the Commanders and Officers, the Court have agreed with the owners of ships employed in their service, to permit the Commanders and Officers to export and import goods to the extent of the tonnage herein-mentioned, free from any charge for freight.

PRIVILEGE OUTWARDS.

The said Court therefore allow the Commanders and Officers of ships in their service, to occupy outwards the following quantities of tonnage respectively, in any sort of goods (except as above reserved for the trade of the Company), provided the ship is let for 755 tons, or upwards; and if she shall be let at a less burthen, then they shall be allowed a less quantity of tonnage in proportion, *viz.*

	Feet.	Tons.	Feet.
Commander - -	0	56	20
Chief Mate - -	0	8	0
Second Mate - -	0	6	0
Third Mate - -	0	3	0
Purser - - -	0	3	0
Surgeon - - -	0	3	0
Surgeon's Mate - -	0	2	0
Fourth Mate - -	0	2	0
Fifth Mate - -	0	1	0
Sixth Mate - -	0	0	10
Boatswain - -	0	1	0
Gunner - -	0	1	0
Carpenter - -	0	1	0
4 Midshipmen, each -	10	1	0
1 ditto and Coxswain -	0	0	10
6 Quarter-Masters, each -	10	1	20
Captain's Steward -	0	0	10
Ship's Steward - -	0	0	10
Captain's Cook - -	0	0	10

	Feet.	Tons.	Feet.
Ship's Cook - -	0	0	10
Carpenter's First Mate -	0	0	10
Caulker - -	0	0	10
Cooper - - -	0	0	10
Armourer - -	0	0	10
Sailmaker - -	0	0	10
Total		92	30

That in case the Commander and Officers of China ships, and they only are not able to invest so far as to the amount of the under-mentioned sums respectively, in goods, according to the above regulations, the Court will then permit them to carry out bullion to make up the amount, *viz.*

Commander -	£.3000	Surgeon's Mate -	100
Chief Mate -	300	Fourth Mate -	100
Second Mate -	200	Fifth Mate -	50
Third Mate -	150	Boatswain -	50
Purser - -	150	Gunner -	50
Surgeon - -	150	Carpenter -	50

And the Commanders of China ships are hereby allowed further to carry out separately to the amount of three thousand pounds in bullion for the purchase of gold; but the Court do hereby declare it to be their meaning and intention, that the whole quantities of goods and bullion, as well as the coral, and other articles hereafter-mentioned, so to be carried out, shall not exceed the allowances of tonnage made to each person as above mentioned respectively.

And the Commanders and undermentioned Officers of ships in the Company's service, are allowed to invest the following sums in coral, amber, coral beads, amber beads, pearls, emeralds, and any sort of precious stones, they producing an invoice of the amount upon oath, and paying the same duties to the Company, and consulage, or commission in India and China, as the traders in those articles pay for the same; and on all exceedings of these allowances, they shall further pay freight to the Company for the same, *viz.*

Commander -	£.2000	Fourth Mate -	£.300
Chief Mate -	500	Surgeon -	300
Second Mate -	400	Surgeon's Mate -	300
Third Mate -	300	Purser -	300

PRIVILEGE HOMEWARDS.

The Court also allow the Commanders and Officers of ships in their service to occupy homewards the under-mentioned quantities of tonnage respectively, in any sort of goods, subject to limitation in the article of china ware, as hereafter mentioned, except China raw silk, musk, camphire, and arrack. The prohibition of the three last articles only extend to ships which lade home from China.

To the Commanders and Officers of China ships, *viz.*		Do. of other ships.	
	Tons.	Tons.	Feet.
Commander -	38	30	32
Chief Mate -	8	6	16
Second Mate -	6	4	32
Third Mate -	3	2	16
Purser - -	3	2	16
Surgeon -	3	2	16
Surgeon's Mate	2	1	24
Fourth Mate -	2	1	24
Fifth Mate -	1	0	32
Boatswain -	1	0	32
Gunner -	1	0	32
Carpenter -	1	0	32

The importers paying the customs, and to the Company three *per cent.* for warehouse-room, &c. on the gross amount at the sale of all goods, the produce or manufacture of India, and on all goods the produce or manufacture of China, not particularly mentioned hereafter, the old duty of five *per cent.* and two *per cent.* warehouse-room.

Arrack, on paying the custom and excise, and to the Company two *per cent.* warehouse-room, and sixpence per gallon thereon.

Lacquered ware and china ware, paying four *per cent.* warehouse-room, together with the Custom, and five *per cent.* duty to the Company.

And as large quantities of rattans, wanghees, canes, bamboes, Sapan, or other articles, have been brought home in the Company's ships under the denomination of dunnage, far beyond what is necessary for the protection of the cargo and stores, occupying tonnage to the exclusion of goods, or lumbering the ship, the Court have resolved, that unless what is brought home of those articles shall appear absolutely and *bona fide* necessary for, and used as dunnage (and which it must be observed will be subject to the existing or any future duties), any exceedings of such requisite quantity shall be charged against the tonnage of the Commanders and Officers.

Tea brought by Commanders and Officers of ships from China and Bencoolen, and them only, the under-mentioned quantities, viz.

		Paying 7 *per cent.* on sale value.	Paying 17 *per cent.* on sale value.	Total.
		lb.	lb.	lb.
Captain	-	688	8648	9336
Chief Mate		90	1138	1228
Second Mate		72	912	984
Third Mate		54	682	736
Surgeon	-	54	682	736
Purser	-	54	682	736
Fourth Mate		36	456	492
Fifth Mate		18	228	246
Boatswain	-	18	228	246
Gunner	-	18	228	246
Carpenter	-	18	228	246
		lb. 1120	lb. 14,112	lb. 15,232

Surgeon's Mates allowed as Fourth Mates.

On all exceedings of the above mentioned quantities of tea, a further charge of twenty *per cent.* on the sale value will be made, and should any Commander or Officer bring more Hyson tea than double the above quantity allowed to each, such Hyson tea will be charged with a duty of fifty-seven *per cent.* on the sale value.

The Court permit the Commanders and Officers of each ship to bring piece goods, on paying the Customs, and three pounds *per cent.* for warehouse-room, &c. so long as the Court shall think proper to allow traders, under the Act of 33 George III. cap. 52. to import the same.

And the Court declare, that in case the ship does not, in the whole, exceed the quantity of tea, or the total tonnage allowed, no charge shall be made for any particular person's exceedings.

All the above articles are to be included in, and reckoned as a part of, the tonnage allowed as before-mentioned; and in case of any exceeding in the said respective tonnage so allowed, the Court of Directors will charge a further duty, over and above all other duties, of forty pounds for each ton, and so in proportion for a greater or less quantity.

The Commanders and Officers shall be at liberty to pay any part of the produce of their outward-bound adventure into the Company's Cash in India, for which they shall have certificates granted them on the Court of Directors, at the usual rates of exchange, not exceeding 5000l. sterling, during the course of the voyage, to be divided among

Wells Sculp.

them, in the same proportions as are above settled in respect to their private trade outwards.

Exclusive of the above allowance of private trade to the Commanders and Officers, as the Company do not, at present, import any china ware on their own account, they do, on their part, permit the Commanders and Officers to import that article during the Court's pleasure, provided it is brought as a flooring to the teas, and does not exceed in height thirteen inches, subject to the following limitations:—

A ship of 800 tons not to exceed		-	20 tons.
Ditto	1200	ditto -	- 30
Ditto	1400	ditto -	- 40

Any quantity brought beyond these proportions will be invariably charged at the rate of thirty pounds per ton.

The Court also, on their part, permit each Commander to import two pipes of Madeira wine, which two pipes are not to be reckoned as part of the above allowance.

And as an encouragement to the Commanders and Officers to do their utmost to lade all goods tendered by the Company's agents, and to bring home as much surplus tonnage as their ships will safely and conveniently stow, the Court, on their part, permit the further importation of goods, on account of the Commanders and Officers, according to their respective privileges, not exceeding in the whole thirty tons for each ship, provided such goods are stowed in places not allotted to the Company's cargo, or that they have not goods tendered to them by the Company's agents in India or China; or in the event of the ship not bringing home her expected quantity of goods, they must produce satisfactory proof to the Committee of Private Trade, that such deficiency was not occasioned through any default of the Commander or Officers.

DESCRIPTION OF PLATE CXXI.

MR. GREATHEAD'S LIFE-BOAT.

WE are at length enabled to lay before our readers an accurate representation of that truly useful invention the LIFE BOAT, as first made public by the ingenious Mr. H. GREATHEAD, of South Shields. In our fifth volume, page 515, we announced this invention, with a short description of it; in our sixth volume, page 465, we inserted a letter from Mr. Hinderwell, of Scarborough, with his account of a boat built at that place after Mr. Greathead's plan; and in

our seventh volume, from page 485 to 498, we printed the Report of the Select Committee of the HOUSE OF COMMONS on Mr. Greathead's petition respecting his new invention of a Life-Boat, and we are happy at again having it in our power to present our readers with further particulars respecting this invention, for which we acknowledge ourselves indebted to the Society instituted in London for the Encouragement of ARTS, MANUFACTURES, and COMMERCE, which is taken from the 20th volume of their Transactions, just published; and we conceive we are furthering the views of this valuable Institution, in extracting from their work, and publishing in the NAVAL CHRONICLE, any papers relating to Naval Affairs, that are in the least calculated either to contribute to the convenience and comfort, or in any ways tend to saving the lives of mariners.

Two Engravings are given with this description: the first represents the LIFE BOAT going to a vessel in distress in the offing, which is taken from a model in the possession of the Right Honourable the LORDS OF THE ADMIRALTY:—

The fore-part of the Engraving presents a perspective view of the Life-Boat rising over a heavy surge, and going out to the assistance of a ship, which appears at the edge of the horizon, in distress.

In the Life-boat are ten rowers pulling along to get to the ship.

At the lower end of the boat, a man is steering her with a long oar towards the ship, whilst another person is ready with an oar, at the higher end of the boat, to steer the boat on her return; both ends of the boat being formed alike, in order to use either at will, in going to or coming from the ship.

The sheer or curve of the boat rising considerably from the centre to the stems, or ends, is clearly distinguished; also the coating of cork, secured by slips of copper, along the outside of the boat, near the part where the rowers are seated.

The second Plate, No. CXXII., consists of three figures; the description of which are as follow:—

Fig. 1. A longitudinal Section of the Life-Boat.

EEE	The sheer or curve of the boat.
II	The two stems or ends.

K	The keel.
L L	The aprons, to strengthen the stems.
M M	The sheets, or places for passengers.
N N	Timber-heads, or boat-fastenings.
O O O O O	The tholes on which the oars are slung by grommets.
T	Flooring under the rowers' feet.

Fig. 2. A cross Section of the Life-Boat.

F F	The outside coatings of cork.
G G	The inside cork-filling.
H H	The outside planks of the boat.
I	One of the stems of the boat.
K	The keel.
N N	The timber-heads.
P	The thwarts, or rowers' seats.
R	One of the stanchions under the thwarts, each being thus firmly supported.
S	A section of the gang-board, which crosses the thwarts, and forms the passage from one end of the boat to the other.
T	The floor-heads, or platform for the rowers' feet.
V V	The two bilge pieces, nearly level with the keel.
W W	The gunwales.
X	A ring-bolt for the head-fast, there being another also at the other end.
Y	Platform for the steersman.

Fig. 3. A Truck or Carriage with four Wheels, to convey the Boat to and from the Sea.

a	An oblong frame of wood, consisting of two long pieces, hollowed a little to admit the body of the boat, and secured by the cross pieces b b.
c c c c	Four low wheels, each sunk or hollowed in the middle, to run better upon a rail-way or timber-road.
d d	Two indents made in the side-timbers, that the bottom of the boat may lie firm therein.
e e	Two small rollers, moveable, in the cross timbers, for the keel of the boat to slide upon.
f f	Two long rollers, one at each end of the frame, to assist in raising the boat upon or sliding it off the truck or carriage.

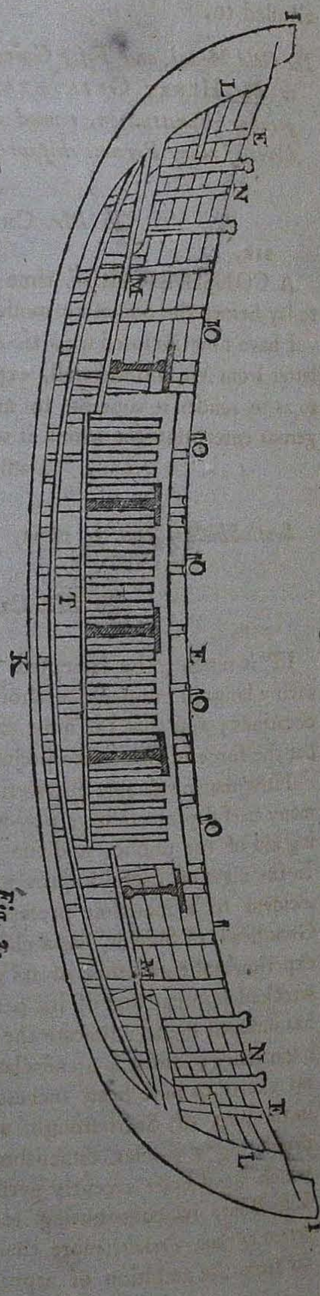


Fig. 1.

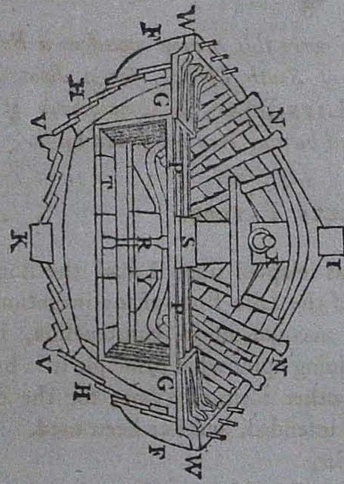


Fig. 2.

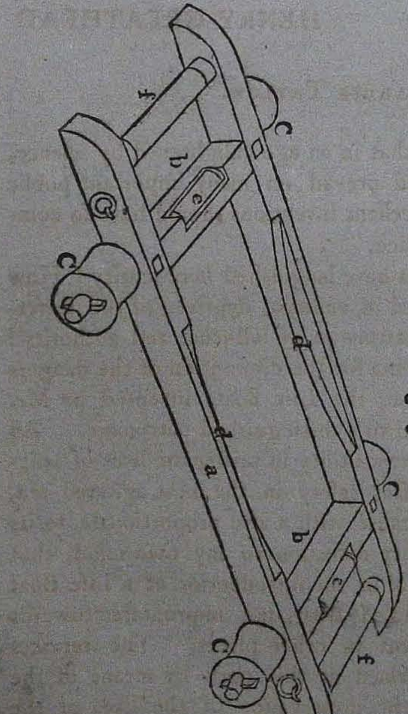


Fig. 3.

We shall close our account with the extracts above alluded to.

The Gold Medal and Fifty Guineas were this Season voted as a Bounty to Mr. HENRY GREATHEAD, *of South Shields, for a Boat of a peculiar Construction, named a* LIFE-BOAT, *in Consequence of the Lives of many Persons shipwrecked having been preserved by it.*

To Mr. CHARLES TAYLOR.

SIR,

A CONSIDERABLE time has elapsed since I had the honour to lay before the Society a model of the Life-Boat of my invention.

I have now inclosed a particular account of its construction, in a letter from Mr. Hinderwell, explaining upon what principle it is built, so as to render it superior to any other form of a boat for the dangerous enterprises for which it was intended, and has been used.

I am, Sir,

Your humble servant,

South Shields, Jan. 1, 1802. HENRY GREATHEAD.

To Mr. CHARLES TAYLOR.

SIR,

IT is much to be lamented, that in an age enlightened by science, such a languid indifference should prevail on many important public occasions; and that the most excellent inventions should have to combat the force of inveterate prejudice.

How many valuable discoveries have languished in obscurity! How many useful projects have perished in embryo, deprived of the fostering aid of the public, and the patronage of influence and authority! In the class of useful improvements for the diminution of the dangers incident to a maritime profession, the Life-Boat, invented by Mr. Greathead, of Shields, has a claim to a distinguished patronage. An experimental conviction of its great utility in saving the lives of shipwrecked seamen, and of its perfect safety in the most agitated sea, has induced me to advocate the cause with a zeal proportionate to its importance; and it is a consolatory reflection to my own mind, that my exertions have been successful in the introduction of a Life Boat in the port of Scarborough, and, I trust, not unprofitable towards promoting a similar establishment in other places. The services which have been recently performed at this port, by means of the Life-Boat, in contributing to the preservation of the lives of the *crews of two vessels*, more than compensate for every labour. I am far from the ambition of aspiring to any honorary testimony on this

occasion. Actuated by the purest principle of philanthropy, my sole object is the benefit of the community, and to endeavour, by ardent recommendations, to excite a spirit of emulation, in order to introduce the Life-Boat, with its invaluable properties, into more general use. I am induced to submit, with the utmost deference and respect, to the consideration of the Society of Arts, &c. the following description of the Life-Boat, with some miscellaneous observations. The construction of the boat, agreeably to Mr. Greathead's plan, is as follows :—

The length is thirty feet; the breadth, ten feet; the depth, from the top of the gunwale to the lower part of the keel in midships, three feet three inches; from the gunwale to the platform (*within*), two feet four inches; from the top of the stems (both ends being similar), to the horizontal line of the bottom of the keel, five feet nine inches. The keel is a plank of three inches thick, of a proportionate breadth in midships, narrowing gradually toward the ends, to the breadth of the stems at the bottom, and forming a great convexity downwards. The stems are segments of a circle, with considerable *rakes*. The bottom section, to the floor-heads, is a curve fore and aft, with the sweep of the keel. The floor timber has a small *rise* curving from the keel to the floor-heads. A bilge-plank is wrought in on each side next the floor-heads with a double *rabbit* or groove, of a similar thickness with the keel; and, on the outside of this, are fixed two bilge-trees, corresponding nearly with the level of the keel. The ends of the bottom section form that fine kind of entrance observable in the lower part of the bow of the fishing-boat, called a *coble*, much used in the North. From this part to the top of the stem, it is more elliptical, forming a considerable projection. The sides, from the floor-heads to the top of the gunwale, flaunch off on each side, in proportion to about half the breadth of the floor. The breadth is continued far forward towards the ends, leaving a sufficient length of strait side at the top. The sheer is regular along the strait side, and more elevated towards the ends. The gunwale, fixed on the outside, is three inches thick. The sides, from the under part of the gunwale, along the whole length of the regular sheer, extending twenty-one feet six inches, are cased with *layers* of cork, to the depth of sixteen inches downward; and the thickness of this casing of cork being four inches, it projects at the top a little without the gunwale. The cork, on the outside, is secured with thin plates or slips of copper, and the boat is fastened with copper-nails. The *thwarts*, or seats, are five in number, *double-banked*, con-

sequently the boat may be rowed with ten oars *. The *thwarts* are firmly stanchioned. The side oars are short † with iron tholes and rope grommets, so that the rower can pull either way. The boat is steered with an oar at each end; and the steering oar is one-third longer than the rowing-oar. The platform placed at the bottom, within the boat, is horizontal, the length of the midships, and elevated at the ends, for the convenience of the steersman, to give him a greater power with the oar. The internal part of the boat next the sides, from the under part of the *thwarts* down to the platform, is cased with cork; the whole quantity of which, affixed to the Life-Boat, is nearly seven hundred weight. The cork indisputably contributes much to the buoyancy of the boat, is a good defence in going alongside a vessel, and is of principal use in keeping the boat in an erect position in the sea, or rather of giving her a very lively and quick disposition to recover from any sudden *cant* or *lurch* which she may receive from the stroke of a heavy wave. But, exclusive of the cork, the admirable construction of this boat gives it a decided pre-eminence. The ends being similar, the boat can be rowed either way; and this peculiarity of form alleviates her in rising over the waves. The curvature of the keel and bottom facilitates her movement in turning, and contributes to the ease of the steerage, as a single stroke of the steering oar has an immediate effect, the boat moving as it were upon a centre. The fine entrance below is of use in dividing the waves, when rowing against them; and, combined with the convexity of the bottom, and the elliptical form of the stem, admits her to rise with wonderful buoyancy in high sea, and to launch forward with rapidity, without shipping any water, when a common boat would be in danger of being filled. The *flaunching*, or spreading form of the boat, from the floor-heads to the gunwale, gives her a considerable *bearing*; and the continuation of the breadth, well forward, is a great support to her in the sea; and it has been found by experience, that boats of this construction are the best sea-boats for rowing against turbulent waves. The internal shallowness of the boat, from the gunwale down to the platform, the convexity of the form, and the bulk of cork within, leave a very diminished space for the water to occupy; so that the Life-Boat, when filled with water, contains a considerably less quantity than the common boat, and is in no danger either of sinking or overturning. It may be presumed, by some, that in cases of high wind, agitated sea, and broken waves, that

* Five of the benches are only used, the boat being generally rowed with ten oars.

† The short oar is more manageable in a high sea than the long oar, and its stroke is more certain.

a boat of such a bulk could not prevail against them by the force of the oars; but the Life-Boat, from her peculiar form, may be rowed *ahead*, when the attempt in other boats would fail. Boats of the common form, adapted for speed, are of course put in motion with a small power, but, for want of buoyancy and bearing, are over-run by the waves and sunk, when impelled against them; and boats constructed for burthen, meet with too much resistance from the wind and sea, when opposed to them, and cannot in such cases be rowed from the shore to a ship in distress. An idea has been entertained, that the superior advantages of the Life-Boat are to be ascribed solely to the quantity of cork affixed. But this is a very erroneous opinion; and, I trust, has been amply refuted by the preceding observations on the supereminent construction of this boat. It must be admitted, that the application of cork to common boats would add to their buoyancy and security; and it might be a useful expedient, if there were a quantity of cork on board of ships, to prepare the boats with, in cases of shipwreck, as it might be expeditiously done, in a temporary way, by means of *clamps*, or some other contrivance. The application of cork to some of the boats of his Majesty's ships * might be worthy of consideration; more particularly as an experiment might be made at a little expence, and without inconvenience to the boats; or may prevent pleasure-boats from upsetting or sinking.

The Life-Boat is kept in a boat-house, and placed upon four low wheels, ready to be moved at a moment's notice. These wheels are convenient in conveying the boat along the shore to the sea; but if she had to travel upon them on a rough road, her frame would be exceedingly shaken. Besides, it has been found difficult and troublesome to replace her upon these wheels, on her return from sea. Another plan has, therefore, been adopted. Two wheels of nine feet diameter, with a moveable arched axis, and a pole fixed thereto for a lever, have been constructed. The boat is suspended near her centre, between the wheels, under the *axis*, toward each extremity of *which* is an iron pin, with a chain attached. When the pole is elevated perpendicularly, the upper part of the axis becomes depressed, and the chains being hooked to *eye-bolts*, on the inside of the boat, she is raised with the utmost facility by means of the pole, which is then fastened down to the stem of the boat.

The Scarborough Boat is under the direction of a Committee. Twenty-four fishermen, composing *two crews* †, are alternately em-

* The launches.

† Two crews are appointed, that there may be a sufficient number ready in case of any absence.

ployed to navigate her. A reward, in cases of shipwreck, is paid by the Committee to each man actually engaged in the assistance; and it is expected that the vessel receiving assistance should contribute to defray this expence. None have hitherto refused.

It is of importance, that the command of the boat should be intrusted to some steady experienced person, who is acquainted with the direction of the tides or currents, as much skill may be required in rising *them* to the most advantage, in going to a ship in distress. It should also be recommended, to keep the *head* of the boat to the *sea*, as much as circumstances will admit, and to give her an accelerated velocity to meet the wave. Much caution is necessary in approaching a wreck, on account of the strong reflux of the waves, which is sometimes attended with great danger. In a general way, it is safest to go on the *lee* quarter; but this depends upon the position of the vessel, and the master of the boat should exercise his skill in placing her in the most convenient situation. The boatmen should practise themselves in the use of the boat, that they may be the better acquainted with her movements; and they should at all times be strictly obedient to the directions of the person who is appointed to the command.

The great ingenuity which has been displayed in the construction of the Life-Boat, leaves scarcely any room for improvement: but some have supposed, that a boat of twenty-five feet in length, with a proportionate breadth, would answer every purpose of a larger one. A boat of these dimensions would certainly be lighter, and less expensive; but whether she would be equally *safe* and *steady* in a high sea, I cannot take upon myself to determine.

Mr. Greathead, of South Shields, the inventor, undertakes to build these boats, and to convey them to any port in the kingdom. He is a worthy man, in whom a confidence may be reposed, and will build upon moderate terms of profit.

THOMAS HINDERWELL.

To Mr. CHARLES TAYLOR.

SIR,

I HAVE duly received your letter, and am greatly obliged to you for your polite attention towards me. Inclosed is a Certificate from the gentlemen of South and North Shields *, who are respectable men, and well versed in maritime affairs. Most of them are also known to Captain Abel Chapman, an Elder Brother of the Trinity

* See Vol. VII. page 497, for this Certificate.

House, London. Captain Reed, an Elder Brother of that House, whose benevolent views led him to try some experiments with one of these boats, may also be applied to.

Rowland Burdon, Esq. M. P. has authorised me to inform you, that he is in possession of certificates and documents respecting this boat, which may be referred to.

Having no regular journal of the transactions of these boats, I shall send you the principal events from some detached minutes.

They have been particularly patronized by his Grace the Duke of Northumberland. I built the Life-Boat for North Shields entirely at his expence, and he has endowed it with an annuity. I have since built another for him, which was sent to Oporto. As I am honoured with his correspondence, he also may be applied to. Besides the Life-Boats at the stations here, they have them now at Scarborough, Lowestoffe, Woodbridge; Montrose, and St. Andrews, in Scotland. I am at present building one for Ramsgate; and am desired by George Rose, Esq. M. P. to give him information respecting one for Christ Church, Hants. I am likewise applie l to from Dublin, Liverpool, and other ports, concerning them.

I have been honoured with the Medallion from the Humane Society, on account of my boat, and hope to merit the approbation of the Society of Arts.

I am, Sir, yours, &c.

South Shields, Jan. 12, 1802. HENRY GREATHEAD.

Particulars relative to the Construction of, and Benefits received from, sundry Life-Boats, built by Mr. HENRY GREATHEAD, *or under his Directions, in and since the Year* 1789.

ACCOUNT OF THE SOUTH SHIELDS LIFE-BOAT.

FROM the declaration of Sir Cuthbert Heron, Bart. of South Shields, it appears, that when the Adventure was wrecked in 1789, on the Herd Sands, he offered a reward for any seamen to go off to save the men's lives, which was refused; and that the greatest part of the crew of the Adventure perished within 300 yards of the shore, and in sight of a multitude of spectators. The gentlemen of South Shields immediately met, and offered a reward to any person who would give in a plan of a boat, which should be approved, for the preservation of men's lives. Mr. Greathead gave in a plan, which met with approbation; a Committee was formed, and a subscription raised, for the building of a boat upon that plan. After it was built, it was with some difficulty that the sailors were induced to go off in her; but in consequence of a reward offered, they went off, and

brought the crew of a stranded vessel on shore. Since which time the boat has been readily manned, and no lives have been lost (except in the instances of the crews trusting to their own boats; and, in his opinion, if Mr. Greathead's boat had existed at the time of the wreck of the Adventure, the crew would have been saved.

From other accounts it appears, that in the year 1791, the crew of a brig, belonging to Sunderland, and laden from the westward, were preserved by this Life-Boat, the vessel at the same time breaking to pieces by the force of the sea.

On January 1st, 1795, the ship Parthenius, of Newcastle, was driven on the Herd Sand, and the Life-Boat went to her assistance, when the sea breaking over the ship as the boat was ranging alongside, the boat was so violently shaken that her bottom was actually hanging loose; under these circumstances she went three times off to the ship, without being affected by the water in her.

The ship Peggy being also on the Herd Sand, the Life-Boat went off, and brought the crew on shore, when the plug in her bottom had been accidentally left out; though she filled with water in consequence, yet she effected the purpose in that situation.

In the latter part of the year 1796, a sloop belonging to Mr. Brymer, from Scotland, laden with bale goods, was wrecked on the Herd Sand; the crew and passengers were taken out by the Life-Boat; the vessel went to pieces at the time the boat was employed, the goods were scattered on the sand, and part of them lost.

In the same year, a vessel named the Countess of Errol was driven on the Herd Sand, and the crew saved by the Life-Boat.

October 15th, 1797, the sloop called Fruit of Friends, from Leith, coming to South Shields, was driven on the Herd Sand. One part of the passengers, in attempting to come on shore in the ship's boat, was unfortunately drowned; the other part was brought on shore safe by the Life-Boat.

The account of Captain William Carter, of Newcastle, states, that on the 28th of November, 1797, the ship Planter, of London, was driven on shore near Tynemouth Bar, by the violence of a gale; the Life-Boat came out, and took fifteen persons from the ship, which the boat had scarcely quitted before the ship went to pieces; that, without the boat, they must all have inevitably perished, as the wreck came on shore soon after the Life-Boat. He conceived that no boat, of a common construction, could have given relief at that time. The ships Gateshead and Mary, of Newcastle; the Beaver, of North Shields, and a sloop, were in the same situation with the Planter. The crew of the Gateshead, nine in number, took to their own boat, which sunk, and seven of them were lost; the other two saved themselves, by

ropes thrown from the Mary. After the Life-Boat had landed the crew of the Planter, she went off successively to the other vessels, and brought the whole of their crews safe to shore, together with the two persons who had escaped from the boat of the Gateshead.

Mr. Carter adds, that he has seen the Life-Boat go to the assistance of other vessels, at different times, and that she ever succeeded in bringing the crews on shore; that he had several times observed her to come on shore full of water, and always safe.

ACCOUNT OF THE NORTHUMBERLAND LIFE-BOAT.

THE Northumberland Life Boat, so called from being built at the expence of his Grace the Duke of Northumberland, and presented by him to North Shields, was first employed in November, 1798, when she went off to the relief of the sloop Edinburgh, of Kincardine, which was seen to go upon the Herd Sands, about a mile and a half from the shore. Ralph Hillery, one of the seamen who went out in the Life-Boat to her assistance, relates, that she was brought to an anchor before the Life-Boat got to her; that the ship continued to strike the ground so heavily, that she would not have held together ten minutes longer, had not the Life Boat arrived; they made her cut her cable, and then took seven men out of her, and brought them on shore; that the sea was at that time so monstrously high, that no other boat whatever could have lived in it. He stated, that, in the event of the Life-Boat filling with water, she would continue still upright, and would not founder, as boats of a common construction do; that he has seen her go off scores of times, and never saw her fail in bringing off such of the crews as staid by their ships.

It also saved (as appears from other accounts,) the crew of the brig Clio, of Sunderland, when she struck upon the rocks, called the Black Middens, on the north side of the entrance of Tynemouth Haven.

October 25th, 1799, the ship Quintillian, from St. Petersburgh, drove on the Herd Sand, from the force of the sea-wind at N. E. knocked her rudder off, and was much damaged; but the crew were brought on shore by the Life-Boat. The great utility of this Life-Boat is also confirmed by many other recent circumstances: one among which is that of the ship Sally, of Sunderland, which, in taking the harbour of Tynemouth, on December 25th, 1801, at night, struck on the bar: the crew were brought on shore by the Life-Boat, but the ship was driven among the rocks.

On the 22d of January, 1802, in a heavy gale of wind, from the N. N. W. the ship Thomas and Alice, in attempting the harbour of South Shields, was driven on the Herd Sand; the Northumberland

Life-Boat went to her assistance; took, as was supposed, all the people out, and pulled away from the ship to make the harbour, when they were waved to return by a man who had been below deck. On taking this man out they encountered a violent gust of wind, under the quarter of the ship; the ship at the same time drove among the breakers; and, entangling the boat with her, broke most of the oars on that side of the boat next the ship, and filled the boat with water. By the shock, several of the oars were knocked out of the hands of the rowers, and that of the steersman. In this situation, the steersman quickly replaced his oar from one of those left in the boat, and swept the boat before the sea, filled with water inside as high as the midship gunwale: the boat was steered in this situation before the wind and sea, a distance far exceeding a mile, and landed twenty one men, including the boat's crew, without any accident, but being wet.

ACCOUNT OF THE SCARBOROUGH LIFE-BOAT.

To Mr. HENRY GREATHEAD, *South Shields, the Inventor of the Life-Boat.*

SIR,

THE Life-Boat at Scarborough, which was built without the least deviation from the model and the plan which you sent here at my request, has even exceeded the most sanguine expectations; and I have now received experimental conviction of its great utility in cases of shipwreck, and of its perfect safety in the most agitated sea. Local prejudices will ever exist against novel inventions, however excellent may be the principles of their construction; and there were some, at this place, who disputed the performance of the Life-Boat, until a circumstance lately happened, which brought it to the test of experience, and removed every shadow of objection, even from the most prejudiced minds.

On Monday, the 2d of November, we were visited with a most tremendous storm from the eastward, and I scarcely ever remember seeing a more mountainous sea. The Aurora, of Newcastle, in approaching the harbour, was driven ashore to the southward; and, as she was in the most imminent danger, the Life Boat was immediately launched to her assistance. The place where the ship lay was exposed to the whole force of the sea, and she was surrounded with broken water, which dashed over the decks with considerable violence. In such a perilous situation the Life-Boat adventured, and proceeded through the breach of the sea, rising on the summit of the waves, without shipping any water, except a little from the spray. On going upon the lee-quarter of the vessel, they were endangered by the main-

boom, which had broken loose, and was driving about with great force. This compelled them to go alongside, and they instantly took out four of the crew; but the sea which broke over the decks having nearly filled the boat with water, they were induced to put off for a moment, when, seeing three boys (the remainder of the crew,) clinging to the rigging, and in danger of perishing, they immediately returned, and took them into the boat, and brought the whole to land in safety. By means of the Life-Boat, built from your plan, and the exertions of the boatmen, seven men and boys were thus saved to their country and their friends, and preserved from the inevitable destruction which otherwise awaited them. The boat was not in the least affected by the water which broke into her when alongside the vessel; and, indeed, the boatmen thought it rendered her more steady in the sea. I must also add, that it was the general opinion that no other boat of the common construction could have possibly performed this service; and the fishermen, though very adventurous, declared they would not have made the attempt in their own boats.

We have appointed a crew of fishermen to manage the boat, under the direction of the Committee; and the men are so much satisfied with the performance of the boat, and so confident in her safety, that they are emboldened to adventure upon the most dangerous occasions. I have been thus circumstantial, in order to show the great utility of the Life Boat; and, I should think, it would be rendering an essential service to the community, if any recommendation of mine should contribute to bring this valuable invention into more general use.

I remain, Sir,

Your most obedient Servant,

Scarborough, 17*th Nov.* 1801. THOMAS HINDERWELL.

By other accounts, furnished to the Society, it appears that the Scarborough Life-Boat, on the 21st of November, 1801, was the means of saving a sloop belonging to Sunderland, and her crew, consisting of three men and boys: also the Experiment, of London, her cargo, and crew, consisting of eight men and boys, when in a distressed and perilous situation, on the 22d of January last, which facts are attested by eleven owners of ships resident in Scarborough.

In the course of the last twelve years, several ships and vessels, which have not been included in the above accounts, have been driven on shore in bad weather, and got off again afterwards: the crews have been saved by being taken out by the Life-Boats; whereas, if they had remained on board, they must have perished, the sea making a passage over them.

To Mr. CHARLES TAYLOR.

THE Duke of Northumberland presents his compliments to Mr. Taylor, and is extremely happy to hear that the subject of the Life-Boat is before the Society. Mr. Greathead has, undoubtedly, great merit; and the Duke will be much pleased to hear that the Society considers him as deserving their notice. As the Duke cannot help feeling himself much interested on this subject, he shall be obliged to Mr. Taylor for any further communications he may please to make him relative to it.

It is with infinite satisfaction the Duke informs Mr. Taylor, that he has just received a letter from the North, to acquaint him that the Life-Boat had, on Christmas night, saved the crew of a vessel which was lost upon the rocks in one of the most boisterous nights and violent wind that was ever known.

Northumberland House, Jan. 18,
1802.

THESE are to certify, that the Elder Brethren of the Trinity-House, having received repeated testimonies of the utility of the Life-Boat, invented by Mr. Henry Greathead, of South Shields, in saving the lives of shipwrecked mariners, are of opinion, that the invention is of such national importance as to merit every possible encouragement.

By order of the Corporation,

Trinity-House, 4th Feb. (Signed) JAMES COURT.
1802.

To Mr. CHARLES TAYLOR.

SIR,

I AM sorry it was not in my power to pay more early attention to your favour of the 15th ultimo, having ever since been so much indisposed as to be confined entirely to my bed and chamber until within the last few days. I have now the pleasure to see by the papers, that the Society have already adjudged to Mr. Greathead a handsome gratuity for his useful and ingenious invention; a reward, of all others, in my opinion, the most deservedly bestowed, as his Life-Boat has certainly preserved many brave seamen, both at Shields and Sunderland, who must otherwise inevitably have perished.

It is truly astonishing to see with what zeal and magnanimity our watermen encounter the most tremendous seas, by means of this boat, which is found to answer every purpose for which it was designed,

beyond the expectations of the most sanguine; and, were its use universally adopted, the general benefit would undoubtedly soon exceed calculation.

I am, Sir,

Your most obedient Servant,

Sunderland, April 30, 1802. WILLIAM ORTON.

Since the award of the Society's bounty to Mr. Greathead, the sum of twelve hundred pounds has been voted to him by Parliament for his Life-Boat.

He has also received other rewards on the same account from the Trinity-House, and members at Lloyd's, which have been noticed in the public newspapers.

Management of the Life-Boat, from the Boat-house to the Sea, and vice-versâ, *as practised at Lowestoffe, in Suffolk.*

THE Life-Boat may be launched from any beach, when wanted, with as much ease as any other boat, by proper assistance. The distance from the boat-house, at Lowestoffe, to the shore, is one hundred yards, and the boat's crew can run her down in ten minutes. When the sea does not tumble in upon the beach very much, the boat may be easily launched by laying the ways as far as possible in the water, and hauling the carriage from under her.

When there is a great sea on the beach, the boat must be launched from the carriage before she comes to the surf, on planks laid across, as other boats are launched; the people standing on the ends to prevent the sea moving them; then, with the assistance of the anchor and cable (which should be laid out at sea for the purpose), the boat's crew can draw her over the highest sea.

Upon the boat returning to the shore, two double blocks are provided; and, having a short strop fixed in the hole, in the end of the boat next the sea, the boat is easily drawn upon the carriage. The boat's crew can run her any distance upon a clear shore by the carriage of Mr. Greathead's contrivance.

Account of, and Instructions for, the Management of the Life-Boat.

THE boats in general of this description are painted white on the outside, this colour more immediately engaging the eye of the spectator at her rising from the hollow of the sea, than any other. The bottom of the boat is at first varnished (which will take paint afterwards), for the more minute inspection of purchasers. The oars she is

equipped with are made of fir, of the best quality, having found by experience that a rove-ash oar that will dress clean and light, is too pliant among the breakers; and when made strong and heavy, from rowing double banked, the purchase being short, sooner exhausts the rower, which makes the fir oar, when made stiff, more preferable.

In the management of the boat, she requires twelve men to work her; that is, five men on each side, rowing double banked, with an oar slung over an iron thole, with a grommet (as provided), so as to enable the rower to pull either way; and one man, at each end, to steer her, and to be ready at the opposite end to take the steer-oar, when wanted. As, from the construction of the boat, she is always in a position to be rowed either way, without turning the boat, when manned, the person who steers her should be well acquainted with the course of the tides, in order to take every possible advantage: the best method, if the direction will admit of it, is to head the sea. The steersman should keep his eye fixed upon the wave or breaker, and encourage the rowers to give way, as the boat rises to it; being then aided by the force of the oars, she launches over it with vast rapidity, without shipping any water. It is necessary to observe, that there is often a strong reflux of sea, occasioned by the stranded wrecks, which requires both dispatch and care in the people employed, that the boat be not damaged. When the wreck is reached, if the wind blows to the land, the boat will come in shore without any other effort than steering.

I would strongly recommend practising the boat, by which means, with experience, the danger will appear less, from the confidence people will have in her from repeated trials.

South Shields, October 13, 1802. HENRY GREATHEAD.

To Mr. CHARLES TAYLOR.

SIR,

I SHALL have a complete model of my Life-Boat, on the scale of one inch to a foot, ready to send to the Society in a little time; and it having been much desired that the Life-Boat might be brought into general use, for ships (in which case, it is a great object to have her to sail), I have, in a model lately made, adopted the sliding keel (an improvement of the Dutch lee-board), with the addition of one of them at one end sliding angular, so as to correspond with the keel of the rudder, at any depth. This angular sliding keel is entirely new: I have shewn the improvement to several nautical men, who highly approve of it. I shall finish the model for the Society in the same manner.

The keels and rudder are attached in such a manner, that she can be easily divested of them, when necessary, and will then be the exact form of the original Life-Boat. I should have sent you the model before this time; but the orders for Life-Boats have been so numerous, and so generally pressing, that I have not yet had time to execute it.

The Life-Boats I lately sent to Whitby and Redcar, have recently been the means of saving the lives of many persons, from ships wrecked, who must otherwise have perished; for the particulars of which, I refer you to the Newcastle Chronicle of the 11th instant, which I hope will be satisfactory to the Society, to whom I shall be very happy, on all occasions, to transmit my improvements.

I remain, Sir,

Your obliged and obedient servant,

South Shields, December 17, 1802. HENRY GREATHEAD.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

I LATELY remarked, with great satisfaction, a paragraph in the newspapers relative to the gallant Sir Edward Pellew, "that he had advertised for a schoolmaster for the ship to which he has lately been commissioned, and as an inducement to a person of respectability to apply for the situation, had offered to pay out of his own pocket a yearly stipend of 50l. in addition to the salary allowed by Government." I know not whether most to admire the liberality of the offer, or the spirit of patriotism by which it has been dictated. The memory of such good deeds ought to be preserved; and Sir Edward will, doubtless, have his reward in seeing the young gentlemen under his care grow up expert seamen, accomplished Officers, and ornaments to their country and the sercice.

Your excellent Correspondent, the Reverend Joshua Larwood, suggested (Vol. VII. page 372,) a plan for the

employment of Navy Chaplains as Schoolmasters on board his Majesty's ships. His project, which he supports with equal zeal and ability, does him much honour in every point of view; and it would give me the greatest pleasure to learn that it was likely to be carried into execution. To say any thing in praise of a good education would be an idle waste of words and time, as that is a point on which there can be but one opinion. The young gentlemen who enter into the Navy generally commence their professional career at a very early age, and, of necessity, before they have finished that course of study which young men destined for other employments have the happiness to complete. I speak, Sir, of that course of classical learning which the young gentlemen of Westminster, Eton, and Harrow, pursue, and of the acquaintance which they cultivate with the illustrious writers of antiquity. Many persons, perhaps, will differ from me as to the value of classical learning; but to say the least of it, we must call it an elegant accomplishment; and there seems no reason why the young gentlemen on board his Majesty's ships should not employ their leisure hours in that kind of study, in which they would have been engaged, had they remained on shore.

From the great lights that have been thrown on the science of navigation by the labours of mathematicians, geometricians, and astronomers, the art of conducting a ship from one quarter of the globe to another has been rendered comparatively easy, and may be attained by a person of moderate capacity in no great length of time. The principal reason, perhaps, why the schoolmasters on board his Majesty's ships have hitherto been looked upon with a certain sort of disregard is, that the instructions they have been capable of giving have been confined to *the abstract science* of navigation; a science in itself, however valuable, of no more difficulty than the accounts of a tradesman; and, generally speaking, of more accuracy, and in which, from the various checks that are at hand, an error can be more easily detected. But if the

schoolmaster of a man of war was encouraged and qualified to instruct his pupils in general learning, he would be a more useful character than he at present is, and the service and the nation at large would be benefited by his exertions.

I am, &c.

April 12, 1803.

I. M.

Royal Navy.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE following story appeared in a newspaper about the time of the disturbances at Boston relative to the Stamp Duty; and it is also, with no material variation, to be found in Dr. Burnaby's Travels through the Middle Settlements of North America, published in the year 1775. If you think it worthy of a place in your valuable Publication, I have only to add, that Captain St. Loe was a man not more esteemed for his wit and humour, than respected as an Officer. He held several commands on different stations, and died some time about the year 1757, having been for many years on the Superannuated List, with the rank and half-pay of a Rear-Admiral.

I am, &c.

West Meon, Hants, March 12, 1803.

T. B.

ABOUT forty years ago, many of the Chief Saints at Boston met with a severe mortification. Captain St. Loe, Commander of a ship of war, then in Boston harbour, being ashore on a Sunday, was apprehended by the constables, for walking on the Lord's day. On Monday he was carried before a justice: he was fined; refused to pay it; and for his contumacy, and contempt of authority, was sentenced to sit in the stocks one hour, during the time of Change. This sentence was put in execution, without the least mitigation.

While the Captain sat in durance, grave magistrates admonished him to respect in future the wholesome laws of the province; and reverend divines exhorted him ever after to reverence and keep holy the sabbath day. At length the hour expired, and the Captain's legs were set at liberty.

As soon as he was freed, he, with great seeming earnestness, thanked the magistrates for their correction, and the clergy for their spiritual advice and consolation; declaring, that he was ashamed of his past life; that he was resolved to put off the old man of sin, and to put on the new man of righteousness; that he should ever pray for them, as instruments in the hands of God, of saving his sinful soul.

This sudden conversion rejoiced the Saints. After clasping their hands, and casting up their eyes to heaven, they embraced their new convert, and returned thanks for being made the humble means of snatching a soul from perdition. Proud of their success, they fell to exhorting him afresh, and the most zealous invited him to dinner, that they might have full time to complete their work.

The Captain sucked in the milk of exhortation as a new babe does the milk of the breast. He was as ready to listen as they were to exhort. Never was a convert more assiduous, while his station in Boston harbour lasted: he attended every sabbath day their most sanctified meeting-house; never missed a weekly lecture; at every private conventicle he was most fervent and loudest in prayer. He flattered, and made presents to the wives and daughters of the godly. In short, all the time he could spare from the duties of his station, was spent in entertaining them on board his ship, or in visiting and praying at their houses.

The Saints were delighted with him beyond measure. They compared their wooden stocks to the voice from heaven, and their sea convert to St. Paul; who, from their enemy, had become their doctor.

Amidst their mutual happiness, the mournful time of parting arrived. The Captain received his recall. On this he went round among the godly, and wept and prayed, assuring them he would return, and end his days among his friends in the Lord.

Till the day of his departure, the time was spent in regrets, professions, entertainments, and prayer. On that day, about a dozen of the principal magistrates, including the select men, accompanied the Captain to Nantasket Road, where the ship lay, with every thing ready for sailing.

An elegant dinner was provided for them on board; after which many bowls and bottles were drained. As the blood of the Saints waxed warm, the crust of their hypocrisy melted away: their moral see-saws and scripture-texts gave place to double entendres and wanton songs; the Captain encouraged their gaiety, and the whole ship resounded with the roar of their merriment.

Just at that time, into the cabin burst a body of sailors, who, to the inexpressible horror and amazement of the Saints, pinioned them fast. Heedless of cries and intreaties they dragged them upon deck, where

they were tied up, stripped to the buff, and their breeches let down; and the Boatswain with his assistants, armed with dreadful cat-o'-nine-tails provided for the occasion, administered unto them the law of Moses in the most energetic manner. Vain were all their prayers, roarings, stampings, and curses; the Captain in the meantime assuring them, that it was consonant to their own doctrine and to scripture, that the mortification of the flesh tended towards the saving of the soul, and therefore it would be criminal in him to abate a single lash.

When they had suffered the whole of their discipline, which had flayed them from the nape of the neck to the hams, the Captain took a polite leave, earnestly begging them to remember him in their prayers. They were then let down into the boat that was waiting for them; the crew saluted them with three cheers, and Captain St. Loe made sail.

ANECDOTE OF QUEEN ELIZABETH.

IT is well known that soon after the discovery of America, the Spaniards arrogated to themselves the sole right of navigating in the seas adjoining to that continent. In answer to the complaints of Mendoza, the Spanish Ambassador, in the year 1580, upon Sir Francis Drake's return from his navigation round the globe, Queen Elizabeth is said to have replied, "That as to Drake's sailing on the Indian Seas, it was as lawful for her subjects to do so, as for the Spaniards; since the sea and air are common to all men."

CHEST OF CHATHAM.

IN the year 1588, famous for the defeat of the Spanish Armada, what is called the Chest of Chatham was first erected, being a contribution for the benefit and relief of maimed and superannuated English mariners, out of which pensions are paid to such for their lives, by the advice and influence of Sir Francis Drake, Sir John Hawkins, &c. It was, at first, only a voluntary monthly contribution of the mariners, out of their pay, for the succour of their then wounded brethren; but was afterwards made perpetual by Queen Elizabeth.

CHARACTER OF SIR FRANCIS DRAKE.

SIR Francis Drake was of low stature, but well-set, had a broad open chest, a very round head, his hair of a fine brown, his beard full and comely, his eyes large and clear, of a fair complexion, with a fresh, cheerful, and very engaging countenance. As navigation had been his whole study, so he understood it thoroughly, and was a perfect master in every branch, especially in astronomy, and in the applica-

tion thereof to the art of sailing. He had the happiness to live under the reign of a Princess who never failed to distinguish merit; and, what is more, to reward it. He was always her favourite; and she gave an uncommon proof of it, in regard to a quarrel he had with his countryman Sir Bernard Drake, whose arms Sir Francis assuming, the other was so provoked at it, that he gave him a box on the ear. Upon this, the Queen took up the quarrel, and gave Sir Francis a new coat, which is thus emblazoned—Sable, a fess wavy between two pole stars, Argent; and for his crest, a ship on a globe under ruff, held by a cable, with a hand out of the clouds; over it this motto, *auxilio divino*; underneath, *sic parvis magna*; in the rigging whereof is hung up by the heels a wivern, gules, which was the arms of Sir Bernard Drake.

ANECDOTE OF A SAILOR.

A SOLDIER who was walking under the cliffs of Whitby, amusing himself with gathering shells and fossils, was unluckily surrounded by the flowing tide, in such a manner as to render his situation extremely dangerous. As the tide advanced, he endeavoured to save himself by climbing on a small ledge which projected a little way from the cliff, but was not out of the reach of the waves; and as the wind was high, they dashed against him with inconceivable fury. The perilous situation of the poor fellow was soon perceived, but all attempts at his relief seemed impracticable. The sea was so rough that no boat could venture to his assistance; and the height of the cliff, with its unequal projections, appeared to preclude all succour from above. His destruction was thought inevitable, as in a few minutes the water would be on a level with the place where he held his precarious footing. At this critical moment a sailor arrived with a rope, to which having slung him, with the assistance of the spectators, he caused himself to be lowered down the cliff, and coming to the place where the soldier stood, he fastened the rope round his body, and both were drawn up amidst the acclamations of the spectators. Englishmen are seldom disposed to let actions of this nature pass unrewarded. A collection was immediately made for the generous tar; but, with characteristic nobleness of mind, he absolutely refused to accept a single shilling, unless he might be permitted to share the money with the poor soldier whose life he had saved. Another anecdote hangs on this little story. The impress Officer at Whitby was so struck with admiration at the conduct of the sailor, that he granted him a protection, a privilege of no small estimation. The man is still living, an excellent seaman, and much respected by his townsmen.

ANECDOTE OF CAPTAIN CARTERET.

WHEN the Dutch Governor-General of the Indies, whose residence is at Batavia, rides out, he is always accompanied by some of his horse-guards. An Officer and two trumpeters precede his approach, and every person who meets him, and happens to be in a carriage, must stop, and step out, till he has rode by. This humiliating homage was strictly required from foreigners, and generally complied with by the Captains of Indiamen and others; "but," says Captain Carteret, who was at Batavia in 1768, "having the honour to bear his Majesty's commission, I did not think myself at liberty to pay to a Dutch Governor any homage which is not paid to my own Sovereign; it is, however, constantly required of the King's Officers; and two or three days after my arrival, the landlord of the hotel where I lodged told me, he had been ordered by the *shebander*, to let me know that my carriage, as well as others, must stop, if I should meet the Governor or any of the Council; but I desired him to acquaint the *shebander*, that I could not consent to perform any such ceremony; and upon his intimating something about the black men with sticks, who precede the approach of these great men, I told him, that if any insult should be offered me, I knew how to defend myself, and would take care to be upon my guard; at the same time, pointing to my pistols, which happened to lie upon the table: upon this he went away, and about three hours afterwards returned, and told me he had orders from the Governor to acquaint me, that I might do as I pleased." Since that time the English Officers have never been required to comply with this degrading custom; yet when they have been in a hired carriage, nothing has deterred the coachman from stopping and alighting, in honour of the Dutch Grandee, but the most peremptory menace of immediate death.

ADMIRAL BLAKE.

THE name of this illustrious Commander is still dear to his country, and will continue to be held in honour as long as courage, patriotism, and integrity, have their due weight with Britons. The following sketch of his character appears in Entick's Naval History. "He was," says the historian, "a man but of a low stature; however, of a quick, lively eye, and of a good soldier-like countenance. He was, in his person, brave beyond example, yet cool in action, and shewed a great deal of military conduct in the disposition of those desperate attacks, which men of a cooler composition have judged rather fortunate than expedient. He certainly loved his country

with extraordinary ardour, and as he never meddled with intrigues of State, so whatever Government he served, he was solicitous to do his duty. He was upright to a supreme degree; for notwithstanding the vast sums which passed through his hands, he scarce left 500l. behind him of his own acquiring. In fine, he was altogether disinterested and unambitious, exposing himself upon all occasions for the benefit of the public, and the glory of the nation, and not with any view to his own private profit and fame. In respect to his personal character, he was pious without affectation, strictly just and liberal to the utmost extent of his fortune. His Officers he treated with the familiarity of friends, and to his sailors he was truly a parent. The State buried him as it was fit; at the public expence they gave him a grave, but no tomb; and though he still wants an epitaph, writers of all parties have shewn an eagerness to do his memory justice.

An author (Winstanley), who was contemporary with Blake, wrote the following verses upon his death:—

Here lies a man made Spain and Holland shake,
Made France to tremble, and the Turks to quake:
Thus he tam'd men; but if a lady stood
In's sight, it rais'd a palsy in his blood;
Cupid's antagonist, who in his life
Had fortune as familiar as a wife.
A stiff, hard, iron soldier; for he,
It seems, had more of Mars than Mercury;
At sea he thundered, calm'd each raging wave,
And now he's dead, sent thundering to the grave.

ILLUSTRATIONS OF NAVAL HISTORY.

STRATAGEMS TO BE USED AT SEA.

(*From Sir* W. Monson's *Naval Tracts.*)

[Continued from Vol. VIII. page 317.]

40. A NUMBER of ships lying in a harbour dry, from half-tide to half-tide, may be thus destroyed:—As I will make a comparison betwixt England, Flanders, and France, where two of them have wars with one another, and the third peace with both; I will suppose that a ship of France, and a man in her that I will trust, freighted for Dunkirk, where English barks are forbid to go; the bark is to be laden with deals, and other dry substance apt to burn, and under her boards there must be stowed pitch, tar, rosin, and other

ingredients not to be quenched; the Frenchman that shall execute this stratagem, must forecast at his entrance into the harbour to seek to lie aboard the best ships, and where he may do the most hurt and spoil to the rest when his ship is on fire.

All things being thus provided, and the train sufficiently made, the Frenchman must watch his opportunity that his match come to the train by that time it is low water, which he may compute by hours and the length of his match; and in that time he may have his horse in readiness to carry him over the river of Gravelin, but nine miles from thence, where he will be in France, and free from danger.

The fire thus taking, and all things ordered by these directions, as well this ship as all others that are in the harbour will be destroyed; for the water going from the ships, and they lying dry, they are not able to remove or stir, or have water to quench the fire till the flood rise; so that in the meantime they will be utterly destroyed.

41. If ships desire to surprise a fort or sconce that would give them landing if it were taken, it is thus to be done:—To embark the men secretly in their boats in the night, and without noise of their oars, and then to row as near the fort as they can, without being discovered; and in the meantime to cause a small boat, not near the place where the others are, to shew a light or two with a match, as though it were accidentally done and not willingly, and to leave the boat adrift; which the fort perceiving, will presently let fly her ordnance against her, which the other boats seeing, they may suddenly land and enter the sconce by their scaling ladders, before their ordnance can be laden again.

42. If an enemy should land in boats upon a shore, that the surge of the sea should be very inconvenient for the landing of themselves and arms, there is a kind of a bridge to be made with boards, that may be laid over from the side of the boat to the land, and avoid the surge; and instead of wading, their men may go in ranks ashore without wetting.

43. If an army shall land where the shore is all beachy, and full of little stones, like Deal and the castles thereabouts, where they may bring ordnance to impeach the enemy's landing; I would advise, that the artillery shoot not so much at their boats, but suffer them to come on shore, and then to let fly at the stones or hills piled up on purpose in heaps, that will scatter and disperse, as not a man will be left alive.

44. A ship that desires to be boarded, and to be entered by his enemy, may use this stratagem: to haul in all his ordnance, to shut his ports, to hide his men, to strike his sails, and make all the signs of yielding; which the enemy perceiving, will be emboldened to

board him; and whilst they are suffered to enter and pillage, the defendants may suddenly rise, subdue, and master them.

45. If an enemy sink ships to keep in others from going out, such ships sunk may be suddenly weighed, if the assailant quit the harbour, without any great detriment to the ship sunk; therefore they are to make choice of the shallowest place to sink their ships, and nearest to deep water, where their own ships may ride and float, that with their ordnance you may keep the ship sunk, that no boat or other help can weigh them; themselves shall be kept from any danger of firing; for no enemy can approach them so long as the ships sunk lie there.

46. There is a stratagem as old as the invention of ships, though the common people attribute it to the wit of Sir Francis Drake, at Cadiz, in 1588, against the Spaniards, to fill old ships and vessels with pitch, tar, train-oil, brimstone, reeds, dry wood, and to join three or four of these ships together in the night, and then turn them adrift with the tide, where the enemy's fleet rides, and either burn or disperse them, after they are thus put from their anchorage.

47. At my being at sea in my youth, 1585, two small ships of us accompanied together, we met a strong and obstinate ship of Holland, who refused to strike his flag, or to shew his cocket: this ship had in her an English pilot, by whom we expostulated with the Hollander, without any semblance of boarding her; but being very nigh her, our Master cried to the man at the helm, with great anger, to port the helm, lest we should come foul of her; but privately he gave charge to the helmsman, to put his helm a starboard, when he should have put it port, and cried with great vehemency to the English pilot to bear up, for our ship came against her helm, and willed them to get fenders, and have spikes to fend off, lest we should come foul of her: the Hollanders thought all we said was true, and every one of them put their helping-hand to keep off our ship with fenders and oars, not apprehending our intention; and when we saw their people thus employed, and not to have time to take arms, we suddenly boarded, entered, and took her by this stratagem.

48. As the greatest advantage of a fleet of ships of war is to have intelligence of their enemy when they come upon their coast, so the way to obtain it, arriving upon the coast of Spain, is to let a ship's boat lie under the island of Burlings, where they shall not fail, by break of day in the morning, to take fishermen that will be able to inform them of the state of things ashore: it may serve as well for any other place, if they see fair weather in hand.

49. My Lord of Cumberland arriving upon the coast of Spain, was sore distressed for intelligence; and a sudden calm arising, two or three leagues from us we spied two caravels, whereupon I put

myself into the ship's boat, and rowed to them: one of them I took, the other might have escaped, but by this stratagem I prevented her:—I took out two or three of her men, and manned her with my own company, and immediately without delay sent her to meet her consort, who made signs that they might think her discharged, and rowed my boat on board the ship, that there should be no suspicion; so that the caravel was thus taken by deceit, which otherwise might have escaped: but when I had so much as I desired for intelligence at their hands, I dismissed them, and after found, I being taken myself, that they reported well of my good usage of them.

50. I had a stratagem upon Prince Cardinal Albert, when he was viceroy of Portugal, but was prevented by his sudden going into the Low Countries; and it was thus;—When I was prisoner in the gallies, about the 10th of September, the Cardinal passed down to a pleasant house called Cintra, with a small train, where he spent his time in devotion. Usually he repaired thither at the same time of the year, and to the same purpose, which I well observed, and meant, if ever God gave me liberty, to have surprised him in this manner: to have consorted with two or three men of war, which would no way have hindered the hope of their voyage, to have anchored before Cintra, that is seated upon a hill, and not above two miles from the sea. I meant in the middle of the night, when there was no noise or suspicion, to have landed an hundred men with firelocks, who might, without difficulty, have surprised him and his house, and brought him to the place where the boats were commanded to attend.

51. When I was removed from the gallies to the castle of Lisbon, I had another stratagem on foot, but was prevented by a traiterous Englishman, whom I was forced to use as an interpreter, before I had the language.

There was in prison with me a Portuguese gentleman, called Emanuel Fernandes, who had been in England servant to Don Antonio, their pretended King: this man was much devoted to the service of the queen; and I observed that a pilot of the king's, usually employed to meet the Indies fleet with letters of advice, to direct them the course they were to come home, resorted to him. I so dealt with Seignior Emanuel, that on considerations agreed on betwixt us, if my designs should prove successful, he did readily undertake to prevail with the said pilot, instead of carrying the letters of advice to their own fleet, to carry them to the Queen, that so the treasure might, by this intelligence, be intercepted; for I had so contrived it, had I not been prevented by the said treacherous Englishman, that the Queen should have notice of it, by letters I wrote to the Lord Burleigh, Lord High Treasurer, and to the Lord Admiral, and con-

veyed the said letters in the soles of my boy's shoes; but by the false dealing of the Englishman aforesaid, my plot was discovered, and my boy carried into Belem castle, three leagues from thence; so that when I thought my servant had been embarked for England, two months after I had intelligence by an Englishman, gunner of the said castle, that he was still there prisoner, and had famished, if he had not taken pity of him.

The first thing the Spaniards did, after the imprisoning my boy, was to rip and search his shoes, according to the intelligence given them: but though it was unfortunate for me, yet in another kind it fell out luckily; for a great rain falling that morning he was carried away, it so moistened his shoes and letters, that they were mouldered and could not be read, as the boy after confessed at my arrival in England, so that they could have no witness but the Englishman who was my accuser.

Since I am upon this project, though it may seem tedious to the reader, yet will I set down the danger that befel the gentleman and me, upon the occasion aforesaid. The Seignior Fernandes had been prisoner in the castle of Lisbon almost seven years: and his offence for coming out of England with letters and messages to Don Antonio's friends in Portugal: yet such was the power of money, that by means thereof he was to receive liberty, had it not been for this treason discovered by this vile Englishman.

A day was appointed for his sentence of death, which, with weeping eyes, he acquainted me with, like a friend in a desperate case. I advised him, if all other hopes failed, to seek some stratagem to escape prison, with promise of my endeavour to help him; and to be short, for delay could do no good. He provided himself with a rope and a cudgel to put betwixt the battlements of the castle-wall, thinking when he went to our necessary business, which was once a day, to have taken an opportunity to have slipped down the wall, and to have run into a church, thereby seated, to take sanctuary.

But after four days' trial made at our coming to the wall, as I have said, we found it impossible to put this stratagem into execution in the day-time; and I considered withall, the danger that might have befallen me, if he had escaped; therefore we thought upon another course, though it was more improbable, and which was as followeth:— Over the little room he lay in, was a chamber where soldiers had been lodged, that a week before were embarked in a fleet to sea; the chamber was not so high, but that by the help of a high stool, which he had in his room, the top of it could be reached to; here we put our helping hands, one of us still working, till we cut, with our knives, a trap door out of the boards above head, that a man might creep

through it; and finding by the almanack when the nights would grow dark, we contrived all things against that time, to perform our devised plot; and by means of his son, who had access to him, he provided a sword scabbard and a stick to serve instead of a rapier, that he might seem to be a soldier as he passed the sentinels; he carried his rope and cudgel aforesaid, and a bag with a little bread and wine for his sustenance, under his cloke; and thus he went armed out of the chamber above, as a soldier, with a wooden sword by his side.

He passed the *corps de guard* and five sentinels before he came to the wall, pretending he went for his necessary occasions, which they never mistrusted, seeing he carried the sign of a soldier, which was a stick in his scabbard. At his arrival at the wall, without fear, or any sense of danger, he slipped down by the rope, and happily escaped.

Not long after, the round passing about the castle, espied his rope, cloke, cudgel, and wooden sword, which assured them of the escape of some prisoner; whereupon the drum beat, the alarm was taken, and the soldiers furiously came running into my chamber, as they did to others where prisoners lay, with their swords drawn, and threatening death. I must confess I looked here to have ended my life; but that passed, and two soldiers were left to guard me till morning.

They finding it was my neighbour, Seignior Emanuel Fernandes, that was escaped, the hue and cry went through the city and country, and command for his apprehension; but such was his fortune, that he escaped the fury of the tumult, and I was left at stake to be baited for the offence. In the morning early I appeared before the judge, as the only delinquent, the rest of the prisoners casting it upon me; all agreeing I was the likeliest to know of his escape, because of our continual conversation, and but little knowing the true cause of our often meeting.

But neither threats, ill usage, or promise of liberty, could make me confess any thing to the prejudice of either of us. I was so urged and threatened, that I was forced to use this argument for my defence, *viz.* That I was no subject to the King of Spain, but to a Prince his enemy; that I was taken in war, and therefore required the benefit of that law for my redemption; I came not willingly into their country to learn their laws, or to bring in others to breed innovation. I was subject at that time to the universal law of honour and arms, by which I challenged the privilege of a gentleman for my freedom; and for the accident now in question, I denied that I had any knowledge thereof, or that I was any way privy to it; and that the unlikeliness of it should plead for me, and be a sufficient testimony of my innocency. I told them, they knew I was so unskilful in their language that I could not devise a practice or plot with a man I understood not; and that my imprisonment had kept me from acquaintance

either in city or country, to contrive any evil against their State; and if it argued guilt to be accused, no man could prove innocent; and, therefore, I desired them that they would rather pity my misery than accuse me unjustly. I intreated them to consider that I was a prisoner among my enemies, destitute of all relief, and in a place where no friend could resort to me; for I bemoaned my wants, there being a restraint of intercourse and trade betwixt the two nations.

But what I could say did little prevail; for they aggravated my supposed offence with cruelty of threats; insomuch that I was forced to plead in another style, and let them know, that by the law of arms they could prove nothing against me that deserved punishment, the privilege of which law I challenged, as being taken in war, and continued a prisoner for my redemption; during which time, it was lawful for me to seek my own liberty, and to neglect no occasion wherein I might do service to my Prince and country; and, therefore, what they accused me of could not be deemed an offence.

I told them moreover, though I used this but as an argument, yet their barbarous usage of me deserved a greater revenge than I had ability to perform; whereas, if they had treated me with courtesy, I had been more bound to them than if they had reposed trust in me. I ended this with defiance, that they should be wary what violence they offered me, for I had friends in England, and was of a nation that both could and would sufficiently revenge what cruelty soever they should use towards me.

These reasons begot a more calm respect from them, and another, while they used persuasive arguments, with promise of liberty and reward, making me believe the gentleman was taken, and confessed so much as they accused me of; but I well knew their words were but wind, for that they would never have warned me, if they could have justified their allegations by personal testimony. Yet, I confess, the thoughts of one thing terrified me much, which was a letter I gave to Seignior Fernandes at his departure, which might have been produced against me: the letter was in his behalf, to all English Captains at sea, for his friendly entertainment; his design being to put himself into a fisher-boat, to look out at sea for a man of war to transport him for England.

After a tedious examination of four hours, when they saw their subtleties could work nothing out of me, presumption being but an unequal judge, they returned me to prison, with charge to be more strictly looked to; and after, neglected no cunning means to entrap me, as I have more largely expressed in another discourse, at the request of some of my friends.

I will again return to the gentleman, Seignior Fernandes, who, no doubt, was as much perplexed out of prison, as I who could not fly

from the danger of my enemies, in whose custody I remained. All hue and cries, searches, promises of reward, and other devised policies, not prevailing for the apprehending of the poor gentleman, he lived in a disguised, obscure manner, till time furnished him an opportunity to embark in a fisher-boat, to make use of my letters aforesaid, where he spent fourteen days at sea; and wearied with sea-sickness, he was forced to return to shore, where he lived sometime among poor shepherds and herdsmen, till he thought his disguise and disfiguring himself had so altered him that he could not be known.

Now, thinking his new formed shape would prevent him from being discovered, and hoping that the long time since his escape might make his fact to be worn out of memory, he was emboldened, in a beggar's habit, to try the charity of good people; and chancing to repair to a gentleman's house for alms, it happened that the said gentleman and he had been fellow-prisoners in the castle of Lisbon, who, by his tongue and other semblances and marks, discovered who he was, and immediately called a servant, which gave a suspicion to Seignior Fernandes, that it was to give warning to the officers to apprehend him: but to prevent what his heart misgave him, he suddenly ran into the church thereby, and took sanctuary for his defence.

This accident being so strange, and fallen upon a man the whole kingdom had an eye upon, because of his former escape, the Prince Cardinal was immediately with speed advertised of it at Lisbon, being above one hundred and twenty miles from thence. It was my fortune before this happened, to be released out of my imprisonment, which I account a happiness, that thereby I was brought into no danger.

The Cardinal being advertised, as you have heard, of Seignior Fernandes's taking sanctuary, with all speed caused him to be taken out of the church, and brought to his old accustomed lodging in the castle of Lisbon, where, not long after, the law proceeded against him, and he received the doom of death due to such an offence; but not without grief and sorrow to many of the beholders, as well Spaniards as Portuguese; for indeed he was a man of much goodness and great charity, and to his ability obliged many a soldier in the garrison.

The day appointed for his execution being come, and having received all the rights and ceremonies of a Christian, he was brought out of prison, with a winding-sheet wrapped bandelier fashion about him; and many soldiers and others to behold him, to give him their last adieu; and, for a farewell for himself, he took occasion to speak to the soldiers there present, in this manner: he told them how much he had loved them, and that to some of them he had given testimony of it, in his better fortunes, which he knew they

would thankfully acknowledge; and in lieu of all his former courtesies and kindness, he desired them to requite him with one now at parting, as the last request he should ever make; which was, for one of them to repair with speed to the house of the *Misericordia*, an office of great reputation and trust concerning religion and charity, and his desire was, that they might be informed of the injury done to God, themselves, and the holy church, by taking perforce a penitent sinner out of sanctuary: a thing so unjust and unsufferable, that it behoved them to take notice of it.

This little hope gave great content to the soldiers, and happy was he that could make greatest haste to the house of the *Misericordia*, to make relation of the strange accident that had happened. The gentlemen of the *Misericordia* weighing the dishonour and injustice done their house, delayed no time, but posted on horseback to the place of execution, where they found poor Seignior Fernandes ready to recommend his spirit to God, and the hangman as ready to perform his office; but such was his fortune, by the speed and courage of these gentlemen, that they redeemed him from present death, and returned him to the place from whence he came; for as they were loth to lose their privileges, so they were as unwilling to offend their King.

The strangeness of this accident may put a man in mind of an old English proverb, that *marriage and hanging go by destiny*.

[*To be continued.*

HINTS FOR IMPROVING THE NAVY.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

IN consequence of the Hint contained in the eighth Volume of the NAVAL CHRONICLE, page 60, and with a view of seconding the laudable intention of its Author, as well as to excite further ideas on a subject so interesting to our country, and to navigators in general, whereby improvements may be produced, I herewith send sketches of two Buoys, of different construction from those in present use, humbly conceiving they will be found to answer much better; because more conspicuous at all times, less liable to be displaced or broken adrift by stormy weather, and that the strain on the moorings will never be so violent.

London, 14*th March*, 1803.

C. L.

Fig. 1 represents a three-inch plank, eighteen inches wide at bottom, and nine inches wide at top, let through the centre of a piece of timber one foot square and six feet long, the lower part of the plank

to be under this piece. The length of this plank and its chain to be proportioned to the depth and rise of water, and the cross piece to be always four feet under the low-water line.

A vane may be fixed on the top of this buoy.

Fig 2 represents, 1. A baulk or spar of six inches diameter, lined on two sides of its length with thin strips of iron. 2. A piece of timber, to be called the float, bored through like a water-pipe, six feet long by one foot thick, two or three feet wide at one end, and one foot wide at the other, tapered off from the thickness to the width, whereby its shape at the largest end will be thus . The bore to be large enough for the spar to pass through it freely, so that the float cannot fail to rise and fall with the water. 3. A bolt or other contrivance, to prevent the possibility of the float's slipping off the spar.

The length of spar and chain are also to be proportioned to depth and rise of water.

A stout iron rod, with an eye at each end, may be used instead of the chain.

Fig. 1

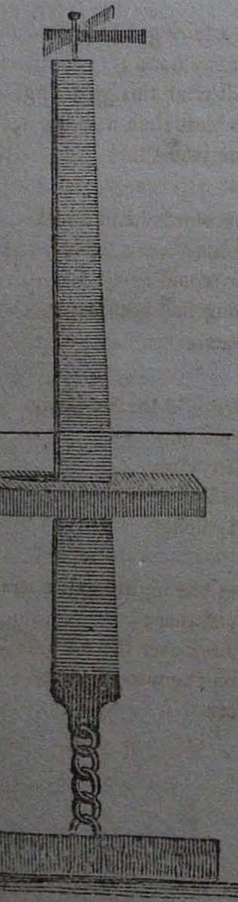
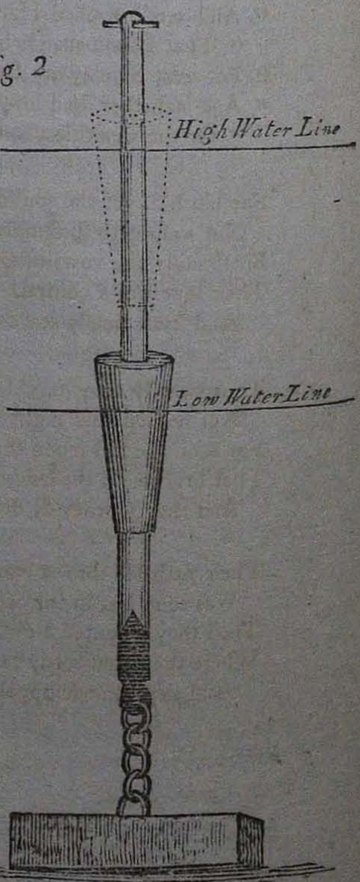


Fig. 2



Poetry.

HARRY AND LUCY.

A TALE, FOUNDED ON FACT.

YOUNG Harry and Lucy, a beautiful pair
As ever join'd hands on the green;
Returning at eve from a neighbouring fair,
Discours'd with delight of the gaieties there,
And the many fine sights they had seen.

Said Lucy, "my Harry, I thank thee again
"For a gift that I very much prize:—
"A little chip hat is so simple and plain,
"I'm sure 'tis becoming; and you know I would fain
"Appear pretty and smart in thine eyes."

"Ah! see," replied Harry, "a fairing I bring,
"That I soon shall behold on thy hand;
"For next Sunday my Lucy will wear this gold ring,
"And make her fond lover more blest than a king,
"Or the wealthiest lord in the land!"

She blush'd, yet she smil'd at the words he had said,
Nor sought to dissemble her bliss,
But frankly the vows of affection repaid:
Their love was a contract that long had been made,
And 'twas finally seal'd by a kiss.

Thus sweetly they talk'd, and beguil'd the long way,
Nor heeded that night was come on;
For soon the full moon shed a silvery ray,
That brighten'd the landscape, as tho' it were day;
And they journey'd, delighted, along.

Their path led thro' a wood; but the nightingale's strain
Was soon lost in the ocean's loud roar:
Then they mounted a cliff that hung over the main,
Where the moon softly beam'd on the watery plain,
And slept on the opposite shore.

Said Lucy, " how charming, how cool is the breeze!
" And *now* all my spirits are glad!
" But my Harry, how often, such evenings as these,
" I think on my brother who died at the seas!
" While I look at the moon, and am sad.

" Yet O! thou art more than a brother to me,
" My guardian! my pride! my delight!
" And to think how delighted my parents will be,
" When our Curate shall solemnly join me to thee:—
" They will almost grow young at the sight.

" Look yonder," she cried, " at that swift gliding sail,"
And her hand she withdrew from his side,
To point to the canvas that swell'd in the gale;
Then careless ran forward—alas! her feet fail!—
She screams, and falls into the tide!

Poor Harry, distracted with grief and dismay,
Like an arrow sprang into the main;
To restore his belov'd to the regions of day,
Or clasp to his breast her inanimate clay,
Till death should unite them again.

Hark! she calls on his name! hark! how piteous her cries!
All tumultuous the rough billows roll!
But eager he presses to rescue his prize—
Ah! how faintly she shrieks!—now sinks from his eyes,
And the waters rush over her soul!

Despairing,—aghast at the horrible sight,
Harry dives, and fast seizes her hand;
But, alas! all her senses are shrouded in night,
And fainting, oppress'd with dismay and affright,
He bears her cold corpse to the land;

Then half frantic he hastily took her away
To a cottage with ivy o'erspread;
Where her parents were chiding their Lucy's delay.
Harry saw them, but wept not, and only could say,
" Oh! look at your child!—she is dead!"

The sight was too much for a mother to bear;
  She sunk in a swoon to the ground!
Her father in agony tore his grey hair;
But Harry, the image of silent Despair,
  Gaz'd sullen and senseless around.

Now it chanc'd that the Curate was passing the door,
  And beheld the sad cause of their grief:
Then he cried, "My good friends, thy lamentings give o'er
It is not yet too late, I thy child may restore,
  "Hasten, hasten to bring her relief!"

The mother revives at this heart-thrilling sound;
  And to Lucy such succours were given,
As Humanity widely dispenses around,
To recall the lost spirit of those who are drown'd—
  Humanity, handmaid of Heaven!

"Ah! no!—thou can'st never restore her to me!"
  Poor Harry despondingly cried;
"But ah! my belov'd, I will hasten to thee,
"And soon from these bonds of mortality free,
  "I shall meet thee, my beautiful bride!"

Yet soon every bosom with rapture o'erflows,
  For some signs of existence she gives:
Her pulse gently beats! now her countenance shows
The delicate tint of a drooping blush rose:
  Ah! now she breathes faintly—she lives!

Then Harry with ecstacy gaz'd on the maid,
  And exclaim'd, "Heard ye not her soft sighs?"
"My delight, my soul's darling, ah! lift up thy head!
"Ah! speak to thy Harry! awake from the dead,
  "And open those heavenly eyes!"

"Where am I?" she cried, "'twas the voice of my love;
  "I saw him plunge into the tide:
"Has my spirit ascended the regions above?
"Or was it a dream?—do I speak?—do I move?
  "And does Harry now stand by my side?

" Oh! when I was dying I thought upon thee,
" And I felt it was dreadful to part!
" I thought too how wretched my mother would be;
" Then sorely I shriek'd as I sunk in the sea,
" For horror envelop'd my heart!"

Who can paint what a parent, a lover must feel,
Thus to see their lost darling restor'd?
The soft tears of rapture adown their cheeks steal,
But language is futile such bliss to reveal;
And some moments they spoke not a word.

Till her father exclaim'd, " all our anguish is o'er!
" Young Harry, she still will be thine!
" Then let us, my children, that Being adore,
" Who pleas'd in his mercy our joy to restore,
" Let us bend at his heavenly shrine.

" And oh! may our Curate each happiness know,
" That heart can desire or conceive!
" And may all who like him with humanity glow,
" Who restore the lost spirit, and charm away woe,
" Keep tenfold the blessings they give!"

LINES

ON THE LOSS OF THE INVINCIBLE, OF 74 GUNS, IN YARMOUTH ROADS, MARCH 14, 1801.

A College Exercise.

——'TIS over now, and all is lost!
Ah! what avails it then, that o'er the deep,
Amid Britannia's guardian host, so long
In foremost triumph thou hast led the way?
Ill fated vessel! yet not thou alone;
All human grandeur reigns like thee awhile,
Rides o'er tempestuous seas, and braves the storm,
Then sinks in moment ruinous as thine.

For you, ye rescu'd few, whom Providence
Had will'd to gain the timely passing bark,
(Alas! too feeble for the bold design,
Else had Humanity's extended arm

Reach'd farther still, and sav'd your fellows too).
Ye sad, unwelcome messengers of woe,
Soon as ye land in safety once again,
Go tell no babbling tale to break the heart
Of widows wan, and orphans listening by;
But often as they press ye to unfold
When last ye saw their sires, and if perchance,
By other aid preserv'd, they yet may live;
Be brief, and only say, they're gone! no more!
Such stubborn apathy becomes you best.
Oh! melt not at their tears, tho' show'rs should fall,
Ye must be braver now, more valiant far,
Than even in the battle's fiercest heat
'Twas ever heeded. Spite of pray'rs, be hearts of stone,
Lest haply ye disclose the scene ye saw.
Oh! veriest sight of woe, that eye beheld!
When from the fatal bank ye bore away,
And left the wretched suff'rers to their fate.
Severe necessity, or else had none
Escap'd, had prudence been by cries o'er-rul'd,
And pity grasp'd at all; yet hard methinks,
And cruel was the deed—to combat those
Who farthest struggled, and had earn'd full well
The life they ask'd—again to plunge them back.
Heeded the treach'rous wave your aid? they more.
Belov'd, regretted Rennie perish'd there!
He strove at first, and thought of life awhile,
And struggled hard, and brav'd it with the rest,
'Till firmest Fortitude, approved most
In passive resignation, dar'd to die.
No more, the victory, dread Ocean's thine!
Yet shalt thou one day bring a fit account,
And from thy deepest entrails shall disgorge
Thy hoarded treasures, and give up thy dead.
Just emblem thou, soul warning prototype
Of that appointed hour, when all on earth
Shall wait their awful summons from above.
When, 'ere the dead awake, and judgment come,
This world shall end in dissolution vast;
When thund'ring Heaven shall bid eternity
Ingulph the yet remaining wreck of things,
And Nature's self be lost and sunk in night,
All hid beneath a surface black as thine.

SONG

ON THE LOSS OF THE ROYAL GEORGE.

BY WILLIAM COWPER.

From HAYLEY'S *Life and Posthumous Poems of that Writer.*

TOLL for the brave!
The brave that are no more,
All sunk beneath the wave,
Fast by their native shore.

Eight hundred of the brave,
Whose courage well was tried,
Had made the vessel keel,
And laid her on her side.

A Land-breeze shook the shrouds,
And she was overset,
Down went the Royal George,
With all her crew complete.

Toll for the brave!
Brave KEMPENFELT is gone!
His last sea-fight is fought,
His work of glory done.

It was not in the battle,
No tempest gave the shock,
She sprang no fatal leak,
She ran against no rock.

His sword was in its sheath,
His fingers held the pen,
When KEMPENFELT went down,
With twice four hundred men!

Weigh the vessel up,
Once dreaded by our foes,
And mingle with the cup
The tear which England owes.

Her timbers yet are sound,
And she may float again,
Charg'd with England's thunder,
Across the distant main.

But KEMPENFELT is gone,
His victories are o'er,
And he and his eight hundred
Shall plough the wave no more.

TRIAL OF CAPTAIN MACNAMARA.

Old Bailey, April 22.

BETWEEN eight and nine this morning, Captain Macnamara was removed from Blake's Hotel, attended by his brother, Townsend, the police officer, and the medical gentleman who has attended during the absence of Mr. Heaviside. He went in a coach, which, on account of the weak state of his body, drove very slowly to Newgate. He alighted at the house of Mr. Kirby, where he remained until a short time before his trial commenced. He was brought to the bar by Mr. Kirby a few minutes before one o'clock. At one o'clock the trial commenced.

The Clerk of the Arraigns read over the charge, which was founded on the verdict of the Coroner's Inquisition, of Manslaughter by a pistol-bullet discharged by the prisoner.

Mr. Knapp opened the case.

Gentlemen of the Jury—The Officer of the Court has stated to you the charge which imputes to the prisoner at the bar the death of Colonel Montgomery, in consequence of a ball discharged by the prisoner. In reciting the facts which it is my duty to lay before you, I shall carefully abstain from creating in your mind any prejudice whatever. Acting on the principle, that all cases tried by Juries should be tried on the evidence laid before them, and on that only, I feel, what often has been felt before in this Court, what every one of you must have felt, the ill consequence of prejudices excited by the public prints; the evil of which is not only injurious by the feeling which it creates in the public mind at large, but particularly by the influence it has on the minds of those who are to compose the Jury by which the offence is to be tried. I am confident that no prejudice can work on your minds, because I have seen, from the commencement of the sessions, that you will regulate your conduct by your oath, and by that alone. The charge which is brought before you is for manslaughter only. It will give you, as well as me, and every other person, satisfaction that it does not affect the life of the prisoner; but it is, however, highly important, and no doubt it will obtain from you attention equal to its importance. If any question of law shall arise, I will not trouble you with any opinion of my own upon it, as an opinion coming from me might possibly affect the prisoner, and as any law that may arise will be stated with so much more authority by the Court. I am not aware,

however, of any point of law that can arise. The single question you are to try is, whether the deceased received his death from the hand of the prisoner, in consequence of a rencontre on Primrose Hill? If you find that fact, the law, I believe, is not liable to any doubt, but is clear and explicit. The prisoner is a Gentleman of rank and high respectability, famed for the courage and magnanimity which he has invariably displayed in the service of his country, and for every other quality that can do honour to a Man and a Gentleman. —The deceased was a man equally honoured and esteemed, and possessed of the affections of an extensive and respectable connection, highly beloved by a family whose feeble instrument I am in conducting the prosecution; in which it is my instruction, as well as my inclination, not to aggravate any thing that is to appear in evidence: but yet not to violate my professional duty, by passing over in silence any thing that I ought to notice. (Mr. Knapp here entered into the circumstances of the provocation in Hyde Park, and dwelt particularly on the use made by Captain Macnamara of the word *arrogance*. In Piccadilly something farther passed, in which other persons were concerned, whose names he would not mention, as they were not now the object of accusation.) The transaction led to the rencontre at Primrose Hill, at which were present, besides the deceased and the prisoner, Captain Barry, Major Sir W. Keir, and Mr. Heaviside, a person of the highest professional character.—(Mr. Knapp then stated the progress and effect of the duel.)—The Learned Gentleman concluded, by saying, that the prosecutor had no wish, as to the event of the trial, but to acquit himself of the duty to his deceased relative, and to the public. If, in consequence of this prosecution, a stop or check should be put upon such fatal transactions, this prosecution would be attended with the best effects that had resulted from any trial that had taken place before a Jury of the Country.—The Witnesses were now called.

William Sloane, Esq. was in Hyde Park on Wednesday, the 6th of April last, between the hours of four and five o'clock, in company with the late Colonel Montgomery; Sir William Keir was of the party, and they were joined by the witness's brother. They were on horseback, and Colonel Montgomery had a large Newfoundland dog which followed him. There was another Newfoundland dog in the Park. There were several Gentlemen of the party to which it seemed to belong, and, among the rest, Captain Macnamara. The dogs began a fighting. Colonel Montgomery alighted from his horse in order to separate them. They were separated. Colonel Montgomery called out, "Whose dog is this?" Captain Macnamara answered, "It is my dog." Colonel Montgomery rejoined, "If you do not

call your dog off, I shall knock him down." Captain Macnamara—"Have you the arrogance to say you will knock my dog down?" Colonel Montgomery—"I certainly shall, if it fall upon mine again." The same conversation was again almost repeated, and they mutually exchanged their names. Colonel Montgomery said he was Colonel Montgomery, and Captain Macnamara that he was Captain Macnamara, of the Royal Navy. They then all went towards Piccadilly. Colonel Montgomery said, "It is not my intention to quarrel with you, Captain Macnamara; but if your dog attack mine again, I will knock him down." Colonel Montgomery went through St. James's-street, with the intention, as the witness supposed, of going home. The parties were then about thirty yards distant from each other. In Jermyn-street, a Gentleman, whom the witness since knows to be Captain Barry, went from Captain Macnamara to Colonel Montgomery.

Cross-examined.—Had no reason to suppose that the dog was put on by the Gentleman whom he followed. Captain Macnamara had the dress and appearance of a Gentleman. Does not think that Colonel Montgomery asked Captain Macnamara to call off his dog in the manner in which Gentlemen would address each other where no offence had been taken. Colonel Montgomery told Captain Macnamara, if he was offended he knew where to find him. Whether this was before their exchanging names, or afterwards, he did not pretend to say; but Colonel Montgomery must have seen Captain Macnamara to be a Gentleman.

Stephen Sloane, Esq. brother to the preceding witness, joined Colonel Montgomery and his brother in Hyde Park on the afternoon of the 6th of April. Remembers that when they came near the bar, they heard the noise of dogs fighting. Colonel Montgomery had a dog with him. Looking behind, and seeing his dog engaged, he jumped off his horse, for the purpose of separating them, when another Gentleman, whom he knows to be Captain Macnamara, came up. Colonel Montgomery then said, "If you do not call off that dog, I'll knock him down." Captain Macnamara answered, "if you knock down the dog, you must knock down me too." Colonel Montgomery then said something which the witness cannot properly recollect; but he immediately added, "This is not the proper place for the adjustment of any dispute. My name is Colonel Montgomery, and you know where to find me." Captain Macnamara answered, "My name is Captain Macnamara, of the Royal Navy." Colonel Montgomery said, that he did not mean to give any offence by saying that he would knock down the dog, if it again attacked his; and Captain Macnamara answered, that he was not offended by any thing

he had yet said; but if Col. Montgomery meant to give any offence he would take it up with zeal. Captain Macnamara, in the course of the dispute, used the word "arrogance." They immediately separated, and all rode up Piccadilly; Captain Macnamara and his friends riding first, and Colonel Montgomery, the witness's brother, and himself, following at the distance of about thirty yards. At this time the witness conceived it all over. When in Jermyn-street, one of the Gentlemen who had been in the Park with Captain Macnamara came up to Colonel Montgomery, and had some conversation with him, after which he returned to Captain Macnamara.

Cross-examined.—Colonel Montgomery said, "Call off your dog, call off your dog," without seeming to know whose dog it was. He said, "I am Colonel Montgomery; you know where to find me."

Lord Burghurst, seeing several Gentlemen together in Hyde Park, upon the afternoon of Wednesday, the 6th of April, and Colonel Montgomery of the number, immediately made up to them. When he joined them, within about twenty yards from the upper bar, he heard a Gentleman opposite, whom he knows to be Captain Macnamara, say, "That language is arrogant, and not to be used by a Gentleman, or to a Gentleman," the witness cannot say which. Colonel Montgomery then said, "You know where to find me." Afterwards he added, "Do you feel yourself offended?" Captain Macnamara answered, "No, Sir; but if you say any thing to affront me, I'll take it up as soon as any man in England." Colonel Montgomery replied, "That, Sir, is not my intention; but I adhere to what I have already said; if your dog again attack my dog, I will knock him down." Captain Macnamara then said, "If he insulted him, he would fight Colonel Montgomery as soon as any man in England." Captain Macnamara then lifted up his stick, though not seemingly with the intention of conveying any insult, and the parties separated, the witness thinking that the business was at an end.

Charles Smith, Esq. was riding in Hyde Park on the afternoon of Wednesday, the 6th of April, towards the bar. Colonel Montgomery and four or five other Gentlemen were riding the same way. Two dogs began fighting. Colonel Montgomery, whom the witness had never before seen, said to another Gentleman, "I'll knock down that dog, if you do not call him off." The other Gentleman, whom he since knows to be Captain Macnamara, answered, "If you do, you must take the consequences, or knock me down too." Colonel Montgomery then asked, "Why did you not call off your dog?" Captain Macnamara said, "I did not choose; and will not be dictated to by you or any man." Colonel Montgomery—"If your dog fight mine again, I repeat to you, I'll knock him down." Captain Mac-

namara—"Very well, Sir, you shall be very welcome to know where to find me." Colonel Montgomery—"As a Gentleman, you might have called your dog off." Captain Macnamara—"No, Sir, I did not choose to call him off; I chose to let him fight; and I tell you again, that I will not be dictated to by you or any man; and I wish now to know where to find you for what you have already said." Friends then came up, and the witness heard no more.

Cross-examined.—Did not hear Captain Macnamara say, "I am not offended at what you have already said; but if you mean to affront me, I'll take it up as soon as any man in England." Was not examined before the Coroner, but was before Justice Ford.

Thomas Latch, servant to Mr. Steel, stable-keeper in Bond-street, was desired, on the afternoon of the 6th of April, to go with a chaise to St. James's street. Captain Barry came in a hackney-coach, and ordered the witness to follow him to Bennet-street, St. James's street. When he arrived there, Captain Barry pulled out a case out of the hackney-coach, and putting it into the witness's chaise, ordered him to drive to No. 8, Dover-street. When he arrived there he took out the case and delivered it to Captain Barry. In about a quarter of an hour Captain Barry came out again, and put in the case himself. Mr. Heaviside, and the Gentleman who fought, came out with him, and went into the chaise. Mr. Heaviside desired the witness to drive to Chalk-Farm.—Captain Barry got out, and went up the field. Mr. Heaviside and the other Gentleman, a little afterwards, came out, and went up also. A hackney-coach came up much about the same time. A Gentleman came out of it, whom the witness does not know. He saw nothing happen. All the Gentlemen went up the field in the same direction. In about twenty minutes the Gentlemen returned. One was brought down. The Gentleman whom he brought down did not return with him, but went into a chaise belonging to the Three Kings. He wished to get into the chaise himself, but could not without assistance.

Daniel Farrar, post-boy at the Three Kings, in Piccadilly, remembers a Gentleman's servant coming for him upon the afternoon of the 6th of April, to go to Chalk-Farm. He accordingly went to Chalk-Farm, with the servant in his chaise. He saw another chaise there, and a hackney-coach. Saw Gentlemen there talking to each other; heard the report of a pistol after they got into the field; heard only one report; saw two Gentlemen, with pistols in their hands, standing face to face, some yards distance from each other, with a Gentleman at the side of each; saw Colonel Montgomery fall, upon which he immediately ran up. Mr. Heaviside was applying lint to Colonel Montgomery's wound. A person came up, and said to Mr. Heaviside,

that Captain Macnamara was wounded also. Mr. Heaviside, upon this, ordered the other Gentleman to clap his hand on the part where he had applied the lint, whilst he went to look after Captain Macnamara. Colonel Montgomery only fell. The witness remained about twenty minutes on the field. They sent for a chaise. The witness took Captain Macnamara in his chaise, and drove him to the Hotel. Colonel Montgomery was not dead at the time; the witness helped to carry him up stairs.

James Harding, Vintner, St. James's-street, happened to be at Chalk-Farm on the afternoon of the 6th of April. About half past six o'clock he observed some Gentlemen on Primrose-Hill. Followed them. Captain Barry desired the servant to bring the case out of the post-chaise. The Gentlemen stood a few yards distance from each other upon the hill. Saw the pistols prepared, and one discharged, to try if they were in good condition. The different parties separated, and fired, at the distance of about fifteen or sixteen yards. They were face to face when they fired. Both Gentlemen fired, and Colonel Montgomery fell. The witness went up and saw Colonel Montgomery on the ground. Mr. Heaviside opened his waistcoat and looked at the wound, which was upon the right side. When Mr. Heaviside had administered to Colonel Montgomery, he went up to Captain Macnamara, who was also wounded, and bleeding. The witness assisted in carrying Colonel Montgomery down the hill, groaning, his eyes fixed, with every appearance of a dying man.

Lord Burghurst proved the Colonel's Christian name, and that he was the person whom he met in Hyde Park, and whom he afterwards saw dead at Chalk-Farm.

The case for the prosecution being closed, and the prisoner called upon for his defence, he begged permission to sit while he read what he had to address to the Court. This being granted, Captain Macnamara read a written paper, of which the following is a copy:

"GENTLEMEN OF THE JURY,

"I appear before you with the consolation that my character has already been delivered, by the verdict of a Grand Jury, from the shocking imputation of murder; and that, although the evidence against me was laid before them, without any explanation or evidence of the accusations which brought me into my present unhappy situation, they made their own impression, and no charge of criminal homicide was found against me. I was delivered at once from the whole effect of the indictment. I therefore now stand before you upon the inquisition only taken before the Coroner, upon the view of the body, under circumstances extremely affecting to the minds of those who were to deliberate on the transaction, and without the

opportunity which the benignity of the law affords me at this moment, of repelling that inference of even sudden resentment against the deceased, which is the foundation of this inquest of manslaughter.

"The origin of the difference, as you see it in the evidence, was insignificant—the heat of two persons, each defending an animal under his protection, was natural, and could not have led to any serious consequences. It was not the deceased's defending his own dog, or his threatening to destroy mine, that led to the fatal catastrophe. It was the defiance alone which most unhappily accompanied what was said; words receive their interpretation from the avowed intention of the speaker. The offence was forced upon me by the declaration, that he invited me to be offended, and challenged me to vindicate the offence by calling upon him for satisfaction. 'If you are offended at what has passed, you know where to find me.' These words, unfortunately repeated and reiterated, have over and over again been considered by Criminal Courts of Justice as sufficient to support an indictment for a challenge. These judgments of Courts are founded upon the universal understandings and feelings of mankind; and common candour must admit, that an Officer, however desirous to avoid a quarrel, cannot refuse to understand what even the grave Judges of the Law must interpret as a provocation and a defiance. I declare, therefore, most solemnly, that I went into the field from no resentment against the deceased: nothing, indeed, but insanity could have led me to expose my own life to such imminent peril, under the impulse of passion from so inadequate a cause as the evidence before you exhibits, when separated from the defiance which was the fatal source of mischief; and I could well have overlooked that too, if the world, in its present state, could have overlooked it also. I went into the field, therefore, with no determination or desire to take the life of my opponent, or to expose my own. I went there in hopes of receiving some soothing satisfaction for what would otherwise have exposed me in the general feelings and opinions of the world. The deceased was a man of popular manners, as I *have heard*, and with very general acquaintance. I, on the other hand, was in a manner a stranger in this great town, having been devoted, from my infancy, to the duties of my profession in distant seas. If, under these circumstances, words which the deceased intended as offensive, and which he repeatedly invited to be resented, had been passed by and submitted to, they would have passed from mouth to mouth, have been even exaggerated at every repetition, and my honour must have been lost.

"Gentlemen, I am a Captain of the British Navy. My character you can only hear from others; but to maintain any character in that station, I must be respected. When called upon to lead others into honourable dangers, I must not be supposed to be a man who had sought safety by submitting to what custom has taught others to consider as a disgrace. I am not presuming to urge any thing against the laws of God, or of this land. I know that, in the eye of Religion and Reason, obedience to the Law, though against the general feelings of the world, is the first duty, and ought to be the rule of action; but, in putting a construction upon my motives, so as to ascertain the quality of my actions, you will make allowances for my situation. It is impossible to define, in terms, the proper feelings of a Gentleman; but their existence has supported this happy country for many ages, and she might perish if they were lost. Gentlemen, I will detain you no longer; I will bring before you many honourable persons, who will speak what they know of me in my profession and in private life, which will the better enable you to judge whether what I have offered in my defence may safely be received by you as truth. Gentlemen, I submit myself entirely to your judgments. I hope to obtain my liberty through your verdict, and to employ it with honour in defence of the Liberties of my Country."

Lieutenant Hynde, of the first regiment of Life-Guards, was first called as to what passed in the Park, but he spoke only to the same circumstances, and not so accurately as the other witnesses.

Lord Hood had known the prisoner eight or nine years. He had the happiness of promoting him in the year 1794. He spoke highly of him, both as a Gentleman and an Officer.

Lord Nelson had known the prisoner nine years. He said, though he believed he was a man who would not take an insult from any one, yet he was so good-tempered that he was convinced he would not himself insult either man, woman, or child.

Lord Hotham had known him since the year 1794. They were then in the Mediterranean. He was a pleasant, good-humoured man, and every thing that could be wished in a companion.

Lord Minto knew him from 1793 to 1797. When his Lordship left the Mediterranean he had frequent occasions to be on board Lord Keith's fleet, and frequently saw Captain Macnamara both there and at his own house in Bastia. He always found him a good-humoured, pleasant, lively, companion, exactly the reverse of a quarrelsome man.

Sir Hyde Parker had known him since the year 1790: said he was a most honourable and respectable man.

Sir T. Proby, one of the Lords of the Admiralty, had known him for eight or ten years; he never saw the smallest tendency to quarrelsomeness in him.

General Churchill also spoke highly of him as a good-tempered man.

Captains Martin, Toury, Lyddyard, Moore, and Waller, of the Navy; Dr. Baine, Mr. Wright of the Admiralty, and Mr. Phillips, all agreed in giving to the prisoner the character of a humane and good-tempered man, and one more likely to make up a quarrel than to be himself an aggressor.

Mr. Justice Heath, after stating the charge which the Jury had to decide, observed, that their province was very much limited. The crime of manslaughter was, where one man killed another on sudden heat of passion. Most fortunately for the prisoner they were not now to enquire into the extent of that provocation; for, though they had it in evidence that there had been a quarrel, yet it happened a considerable time before the fact which they were trying took place. If the inquest had returned a presentment of murder, instead of manslaughter, it would have then been their painful task to inquire whether there had not been sufficient time for the passion to have cooled; and if there had, then the law, which knew nothing of these nice sentiments of honour, must have pronounced the crime murder.—There was a great deal of evidence respecting the provocation given, but it was not necessary to state it, as the extent of it was, under this charge, immaterial. It appeared they quarrelled, and they parted; but they met again at Chalk-Farm, after a long time, and at a distant place, and then the deceased fell by the hand of the prisoner; this he admitted by his defence. All the character they had heard, however respectable the persons who gave it, ought not to have any influence on their verdict; they had only to inquire whether the deceased got his death from the hands of the prisoner; and this was admitted.

The Jury withdrew for about ten minutes, and then returned a verdict of *Not Guilty*.

Captain Macnamara entered the Court, from Newgate, a little after one, surrounded by a number of friends of the most respectable appearance, on two of whom he supported himself. He sat on a chair between the dock and the door towards Newgate, till he was ordered to the bar. When he came to the bar, and the arraignment proceeded, he stood for a considerable time. Though the Court had, at the beginning, voluntarily ordered him a chair, it was not till he was called by his Counsel to avail himself of the indulgence that

he sat down. Captain Macnamara is above the middle size, rather stout, and of a good figure. His complexion is dark, his features marked and expressive, manly, and at the same time handsome. He was dressed in a dark olive surtout, lined with velvet at the breast. His appearance was altogether elegant and prepossessing, and he had very much the air of a man of fashion. His deportment was modest, without betraying any want of firmness, and his whole conduct was strictly correct. He looked very pale; and this, added to the other circumstances, rendered his appearance highly interesting, and made a deep impression in his favour on every person in the Court.—Lord Nelson sat on the Bench, and Lord Hood in the Ordinary's box, during the trial.

Naval Courts Martial.

PORTSMOUTH, APRIL 5.

THIS day a Court-Martial was held on board the Gladiator, on Captain BECHER, his Officers, and Ship's Company, for the Loss of His Majesty's ship Determinée.

MEMBERS OF THE COURT.

Admiral HOLLOWAY, President.

Capt. J. BOWEN	Capt. T. ELPHINSTONE
—— R. WILLIAMS	—— CAULFIELD
—— BRACE	—— C. ELPHINSTONE
—— PEACOCKE	—— WOODRIFFE
—— RICHARDSON	

M. GREETHAM, Esq. Judge-Advocate.

Captain BECHER gave in the narrative as follows:

"In pursuance of orders, received at Spithead, from Admiral Milbanke, dated March 23, to receive on board a detachment of the 81st regiment, and proceed without loss of time to Jersey; the Determinée being in all respects ready for sea, I sent an Officer on shore on the morning of the 24th, to Commissioner Sir Charles Saxton, to request his assistance towards obtaining a pilot; but his not being able to send me one, occasioned me to make application to the flag-ship, where I was equally unsuccessful. The troops being all embarked by three o'clock in the afternoon of that day, the Determinée sailed, in company with the Aurora, for Jersey; and, as the ships were going through the Needles Passage, I had hopes of getting a pilot either at Cowes or Yarmouth. Being nearly off Cowes, about six o'clock in the evening, I made the signal with a gun for a pilot; and about forty five minutes after seven, both ships anchored at Cowes. In the morning, at day-light, I repeated the signal with two guns, but no pilot appeared; and at five o'clock the ship weighed anchor, and followed the Aurora for the Needles. Falling little wind as we approached Yarmouth, I sent an Officer on shore at that place to endeavour to get a pilot, and at the same time repeated the signal with guns for that purport; but these efforts proving as ineffectual as the former, we sailed through the Needles, and no chance was left to obtain one but at Guernsey, or on the Jersey coast. The ships went through the passage of the Great Russel the next day about two o'clock, P. M.; the signal for a pilot was constantly abroad, and many

guns were fired. Unable to obtain a pilot, I resolved to follow in the Aurora's wake; the weather was fine and moderate, and it appeared to me, a strict attention to that ship's motions would render it far from being unsafe, to adopt a measure, for which a general signal is established. The master acquiescing with me in this proposal, orders were given to keep immediately in the Aurora's wake. About a quarter past four, being close upon the wind, and nearing the harbour, the Aurora was observed to be in stays; every thing was of course prepared, and in momentary readiness for that purpose; in about five minutes after, judging the Determinée as near the place as possible, I ordered the helm a lee; the ship came instantly to the wind, and the after-yards were hauled about; the mainbrace was scarcely belayed when she struck on the rock! and in less than three minutes the water inside of the ship was of equal height with the surface of the sea. Being apprehensive that the ship might fall into deep water, from the strength of the tide, I ordered both anchors to be let go, which was done, and the cable bitted and stoppered. The panic which prevailed over the women and children, threw the ship into a scene of confusion hardly to be described, in spite of every effort to suppress it. Notwithstanding, the sails were clued up, and top-gallant sails handed, and the men in the topsail-yards in the act of furling the topsails; but thinking their weight aloft might tend to upset the ship, I called them down to get the boats out. The large cutter was soon out; but the hurry and fear of the people who crowded into her, plainly foretold their fate. In vain I remonstrated on the impropriety and folly of their quitting the ship, and solicited them to let the women and children only go into the boat; but both reason and persuasion had lost their influence; and in this moment the ship fell on her broadside. Myself, with many others, were by this change thrown into the sea; and it was not without difficulty, after being near ten minutes in the water, that I regained a dry situation; but, at last, having reached the mizen-top, I had once more an opportunity of advising towards saving the lives of those left with me on the wreck, though still unable to prevent many from jumping into the sea. Too much praise cannot be given to all the Officers and Men assisting upon this unfortunate event, who, by their exertions, in the course of three hours and a half, in a tide running near six knots, had taken every man from the wreck, which when I had seen done, I went with my Officers on board the Aurora."

Several witnesses were examined; and the Court having heard the evidence produced, and completed the inquiry, and having materially and deliberately weighed and considered the whole, was of opinion, "That the loss of his Majesty's said ship Determinée was caused by her striking on a sunken rock, when working into Jersey Harbour, there not being a pilot on board her at the time; that no blame is imputable to Captain Alexander Becher, her Commander, his Officers, or Ship's Company, for their conduct on the occasion; but that he used every means in his power to obtain a pilot for Jersey, both before he sailed from Spithead, and during the voyage, without effect; that he was actuated by commendable zeal for the service in attempting to enter the harbour by endeavouring to follow the Aurora's track; and that his cool and officer-like conduct, after she struck, was highly meritorious, especially in ordering the anchors to be let go, to prevent her drifting into deep water, by which means many lives were in all probability saved; and the Court doth therefore adjudge the said Captain Alexander Becher, his Officers, and Ship's Company, to be acquitted; and the said Captain Alexander Becher, his Officers, and Ship's Company, are hereby acquitted accordingly."

PLYMOUTH REPORT,

FROM MARCH 22 TO APRIL 26.

March 23. Admiral Lord Keith is uncommonly active in giving directions for the speedy equipment of the ships fitting for sea at this port. Captain Otway is hourly expected to take the command of the Culloden, of 74 guns, *vice* Captain Lane, who is appointed to the Prince Frederick, of 64 guns, receiving ship. The Salvador del Mundo, of 120 guns, is also overhauling to be got ready for a receiving ship, and from her great and airy accommodations she is very well qualified for that service. Last evening, the Boadicea, of 44 guns, Captain Maitland, lying in the Sound, fired a gun, and hoisted a signal for all Officers to repair on board. At a quarter before seven, she got under weigh, and stood directly down Channel, with a fine leading wind; her destination unknown. The Tonnant, of 80 guns, Captain Sir Edward Pellew, Bart.; the Malta, of 84 guns, Captain Buller; and the Spartiate, of 84 guns, Captain G. Murray, have got all their lower rigging over-head, and their top-masts up. There was a very hot press last night throughout Plymouth and Dock, and many useful hands were picked up and sent on board the Culloden, of 74 guns, Admiral Lord Keith.

24. Orders came down this day to enter twenty labourers at South down, and also twenty coopers, for the cooperage there. The five forty-two pounders were this day mounted on the Western Battery, *en barbet*, on the higher ramparts of the citadel, near the flag-staff. The Boadicea, of 44 guns, was in sight this day, from the signal-post, and then stood out to sea again to pick up seamen — Orders arrived this forenoon to the Admiral's office for the Ville de Paris, of 110 guns; Canopus, of 84 guns; Prince, of 98 guns; and San Josef, of 110 guns, to be hauled down the harbour for immediate commission. The Mars, of 74 guns, was this day provisioned and stored for six months. The Salvador del Mundo, of 112 guns, is to have as a guard-ship and receiving-ship, the flag of Admiral Lord Keith, K. B.; and when Rear-Admiral Campbell arrives, he hoists his flag on board the Culloden, of 74 guns, Captain Otway, till the Temeraire, of 98 guns, is ready for his reception.

26. Came in last evening, express from Malta, after a fine passage, la Rosario, of 16 guns, Captain Mounsey. Whatever dispatches she brings, the utmost secrecy prevails; all that is learnt is, the British troops at Valetti and fleet in the harbour were all well. The Rosario was immediately put under quarantine, and her dispatches were sent off express. At four P. M. a strange frigate hove to in the S. E. quarter, and lay-to sometime off the Sound. A signal was immediately made from Maker Tower signal post, demanding her number, which she immediately answered with her number and signal, and her number reported to the flag-ship in Hamoaze. She proved to be the Eurydice, of 24 guns, Capt. Charles Malcolm, from Madras. After reporting her number, she hauled her wind, and stood to the eastward with a press of sail. Hove-to for an hour at sunset, and stood to the westward, the Boadicea, of 44 guns, Captain Maitland. This forenoon the Culloden, of 74 guns, bent her main-sail, preparatory to her going into Cawsand Bay, having in the course of the week bent all the rest. Yesterday the Salvador del Mundo, of 112 guns, was commissioned as a receiving ship in Hamoaze, by Captain C. H. Lane. As Rear-Admiral Campbell is expected down hourly to hoist his flag on board the Culloden, of 74 guns, fitted for sea by Captain C. Lane, Admiral Lord Keith, K. B. will shift his flag on board the Salvador del Mundo, of 112 guns. Capt. Sir T. Lewis commissions the Ville de Paris, of 110 guns, now hauled down the harbour, as soon as he arrives here.

28. Yesterday Admiral Lord Keith's flag remained flying in the Culloden, of 74 guns, in Hamoaze; Rear-Admiral Campbell hoisted his flag in Cawsand Bay, on board the Courageux, of 74 guns, Captain J. O. Hardy. At noon, the wind being fair, the Culloden, of 74 guns, Admiral Lord Keith, made a signal to go into Cawsand Bay, and for assistance; she went down the harbour very

finely, and came-to in Cawsand Bay. Rear-Adm. Campbell saluted Adm. Lord Keith's flag with eleven guns, which was returned; the only flag now flying in Hamoaze. Arrived from Malta, with dispatches, the Dasher, of 18 guns; before she left the Gut of Gibraltar, she spoke, by signal, the Belleisle, of 74 guns, Captain Whitby, steering for Malta. This ship sailed from this port, under sealed orders, and was supposed to be gone for the West Indies. It appears that the Maltese are very desirous that the island should remain in possession of the English, and are determined to resist, to the last extremity, any other Power that may attempt to take possession of it; it was apprehended at Malta that Egypt was evacuated, and that the troops were on their way to that island. The Dasher is put under quarantine. The Imogene, of 18 guns, in her passage home, carried passenger, for her health, to St. Helena, the Lady of Governor Dundas.

30. Last night there was a hot press through Plymouth Dock and Stonehouse, but the greater part of the best seamen conceal themselves in the country. Came in from Ireland, with seamen and landmen for the ships fitting out here, the Princess Charlotte, of 28 guns, Captain Gardner; also, from Cork, the Hazard, of 18 guns, with pressed men and volunteers. Arrived from the westward, the large tender, full of men. A signal was made from Cawsand Bay for her when she was at the back of the island of St. Nicholas; she lay-to, and several men of war's boats came alongside from the Culloden, of 74 guns, Rear-Admiral Campbell; and Courageux, of 74 guns, Admiral Lord Keith, which took out a number of men to complete those two ships. The Galgo, of 24 guns, has new shipped a fore-mast in Hamoaze; made a signal for going down the harbour, and went over the bridge, and came to in the bite of Cawsand Bay. Passed down a small fleet of ships and brigs deeply laden; it is supposed their crews must have protections, as the Boadicea, of 44 guns, Captain Maitland, and several other cruisers, board every thing going up and down Channel to get seamen.

31. Came in from Liverpool, with impressed men and volunteers, the Sirius, of 36 guns, Captain Prowse; also, from Exmouth, the Eagle Excise cutter, Captain Ward, with seamen, from Falmouth; the Active Excise cutter, Captain Kinsman, with seamen for the fleet. Last night the Boadicea, of 44 guns, Captain Maitland, boarded, by her boats, the whole flotilla of trawl-boats then fishing off the Eddystone light-house, and took two seamen out of each trawl-boat, about forty in number, and sent them on board the flag-ship in Cawsand Bay.

April 2. It was quite a pleasing sight last evening, at the setting sun, to see Britannia's bulwarks, so lately commissioned, towering in all their native pride; but to drop metaphors, last evening the Plantagenet, of 74 guns, Captain Hammond; Spartiate, of 74 guns, Captain G. Murray; Tonnant, of 80 guns, Captain Sir E. Pellew, Bart.; Mars, of 74 guns; and Malta, of 80 guns, Captain Buller, were, to use the riggers' phrase, complete all *tanto*, that is, all the lower and upper masts up, capped, rigged over-head, and all the standing and running rigging set up. These ships are nearly provisioned and stored; and if men come round soon, they will be in Cawsand Bay in ten days. Came in from Liverpool, la Renard, of 24 guns, Hon. Captain Cochrane, with 120 seamen for the fleet; tenders, with a great number of men from Liverpool, Chester, and Wales, are hourly expected, which will soon expedite the manning the ships already in commission at this port. Sailed on a cruise to the westward to pick up men, the Hunter, of 18 guns, and Ealing schooner. The Courageux, of 74 guns, Captain O. Hardy, in Cawsand Bay, loosed her fore-top-sail, fired a signal gun, and has had the farewell signal of Blue Peter flying at the fore all day; a sure sign of speedy sailing, as her orders have been so strict that not an Officer has slept out of her for several nights past; she takes out sealed orders, and supposed for the Straits. In consequence of the orders for the Courageux's sailing being hourly expected, Admiral Lord Keith, K. B. shifted his flag from her to the Princess Charlotte, of 40 guns, Hon. Captain Gardner, lying in Hamoaze, which is to be his Lordship's flag for the present, as it was found very inconvenient to have the flag in Cawsand Bay. Arrived this evening from

Portsmouth, the Neptune, of 98 guns, Captain W. O'Brien Drury, and Venerable, of 74 guns, Captain J. C. Searle; they are to form part of a squadron of line of battle ships that are to rendezvous in Cawsand Bay, at which place they have anchored.

4. The Tonnant, of 80 guns, Captain Sir E. Pellew, is completed for sea, and the moment the wind is favourable she will go out of harbour, and join the squadron in Cawsand Bay. The Boadicea, of 38 guns, Captain Maitland, is arrived, with impressed men; and the Hector, of 74 guns, Captain Shipsey, from the Mediterranean, last from Portsmouth, to be paid off; also the Ranger, Hind, and Eagle cutters, from a cruise, with impressed men for the fleet.

5. Dispatches, with sealed orders, were this day received by the Port Admiral, which were immediately put on board la Renard, of 24 guns, Hon. Captain Cathcart, lying in the Sound. She weighed anchor, and sailed directly to the westward; no probable conjecture is formed as to her destination. The Salvador del Mundo, of 112 guns, has her masts all tanto, is rigged overhead, and will be ready for the reception of either Lord Keith's flag, or Rear-Admiral Dacres's, this week. Le Tonnant, of 80 guns, Captain Sir E. Pellew, warped down to the lower sailing moorings, previous to her going into Cawsand Bay.

6. Last night a King's messenger arrived with Admiralty dispatches express from London, and this morning at day-break, the Boadicea, of 44 guns, Captain Maitland, lying in the Sound, got under weigh, and sailed immediately to the westward. The Albion, of 74 guns, Captain Ferrier, is hourly expected in Cawsand Bay, from the Nore, to join the squadron of observation forming there, which already begins to assume a warlike appearance. The French brig from Havre for Africa, with 2000 stand of arms, which came in leaky on Sunday, is narrowly watched, for fear she has some other view in coming into this port at this critical juncture, than merely to stop her leaks. Captain Byng, of this place, son of the Hon. Mr. Byng, is appointed to the Texel, of 64 guns, at the Nore, to be employed as a floating-battery in case of invasion.

7. Came in from the Nore to join the fleet of observation in Cawsand Bay, the Albion, of 74 guns, Captain Ferrier. Warped down the harbour to the lower moorings preparatory to going into Cawsand Bay, the Malta, of 84 guns, Captain Boulton.

9. All the six line of battle ships which are fitting for sea in Hamoaze, are completely victualled and stored for six months. The Victory, of 110 guns, which has been in dock sometime past, to undergo some slight repairs, will go out of dock in a spring-tide or two. The Fisgard, of 48 guns, which has been so long in the Upper South Dock repairing, will soon be quite finished, and will then be as complete a frigate of her class as any in the service. The Hibernia, of 120 guns, is now quite planked to her gunwales. Yesterday Captain Keen again recommissioned the Spitfire, of 24 guns, in Hamoaze. She is to have her bottom examined previous to her sailing. Last night a lugger and cutter, per signal, got under weigh from Hamoaze, went down the harbour, and stood out to sea with a press of sail to the westward. It is supposed they are gone down Channel to pick up men from our homeward-bound fleet.

10. The Doris, of 36 guns, Captain Ransom, which has been fitting for sea sometime, made a signal for going into the Sound from Hamoaze, she went down about six P. M. and came-to to wait for orders. After the departure of la Renard, of 24 guns, Hon. Captain Cathcart, with sealed orders, about 10 days since, another King's messenger arrived the next morning, and the Boadicea, of 44 guns, Captain Maitland, was dispatched after la Renard; but whether with other dispatches, or to recall her, has not transpired. This morning, at six P. M. signals were made by several men of war, fitting for sea in Hamoaze, for going down the harbour, which was answered by Admiral Lord Keith. The boats of the fleet attended, with the Master, Attendants, and King's Pilots. At seven his Majesty's three large men of war got under weigh, viz. le Tonnant, of 80 guns, Captain Sir Edward Pellew, Bart.; Spartiate, of 74 guns, Captain G. Murray; and Malta, of 84 guns, Captain Buller. The wind N. N. W. being just enough to swell their sails, presented a picturesque object

to a number of spectators, assembled to see the first division of the armament for King's service going down the harbour, to the fleet of observation in Cawsand Bay.

11. Yesterday came from Hamoaze to Cawsand Bay, his Majesty's ships Tonnant, of 80 guns, Captain Sir E. Pellew; Malta, of 84 guns, Captain Buller; Plantagenet, of 74 guns, Captain Hammond; and Doris, 36 guns, Captain Pearson. There are also in the bay his Majesty's ships Neptune, of 98 guns, with the Venerable, Culloden, Courageux, Albion, and Hector, of 74 guns, each. Sailed the French brig Trois Frères, of and from Havre de Grace, laden with various merchandize for the coast of Africa; it is reported, that instead of proceeding on her intended voyage she returns to Havre. Sailed also the Doris, of 36 guns, Captain Pearson, destination unknown. Came in the Hunter, of 18 guns, Captain Inglefield, from Dartmouth, with impressed men. Orders, by express, were last evening received here, for the immediate sailing for Torbay of his Majesty's ship Culloden, of 74 guns, Rear-Admiral Campbell, Captain Otway; Courageux, of 74 guns, Captain Hardy; and the Albion, of 74 guns, Captain Ferrier. They are expected to sail this evening if the wind permits.

12. Yesterday at noon, a Post-Office express arrived at Admiral Lord Keith's office, when immediately a signal was made from the flag-ship to Maker Tower, and repeated to two men of war in Cawsand Bay, and their numbers returned to the Admiral. About three P. M. the Neptune of 98 guns, Captain O'Brien Drury, and the Venerable, of 74 guns, Captain C. Searle, got under weigh from Cawsand Bay, and sailed for Torbay, where they are to be stationed to form part of six ships of the line, as a squadron of observation in that very important naval station. Came in from the eastward, to join the fleet in Cawsand Bay, the Russel, of 74 guns. Sailed the Doris, of 36 guns, Captain Pearson, on a cruise to the westward to get seamen. This morning, about eight o'clock, Admiral Lord Keith shifted his flag from the main of the Princess Charlotte, of 110 guns, Captain C. H. Gardner, to the main of the Salvador del Mundo, of 112 guns, now completely fitted for harbour service. This morning at four o'clock, R. Birdwood and son, agents to the Hon. East India Company, were knocked up by the Company's pilot at this port, Mr. M'Austand, to acquaint them that there were then lying to off the Sound, to the westward of Edystone Light-house, homeward-bound, with valuable cargoes, six East Indiamen, under convoy of the Romney, of 50 guns, and the Dædalus frigate, being taken back with the easterly wind last night, blowing strong. Necessaries of all kinds were sent off; and it is supposed, from the hurry of the Doris and Hunter sailing, many prime seamen will be picked up. Came to, at four P. M. in the Sound, a frigate, name unknown. The Imogene, of 16 guns, Captain Vaughan, is ordered to be ready for sea at a moment's warning. Five P. M. the five Indiamen, which have been off this day, finding the wind too strong to the eastward to beat up Channel, by advice of the pilots bore away for Plymouth Sound, where they arrived at 4 P. M.; now lie there at anchor; viz. Ceres, Captain W. Dunsford, from China; Bengal, Capt. Comine, from Coast and Bay; Royal Charlotte, Captain R. Patterson; David Scott, Captain C. Jones; and Arniston, Captain C. Majoribanks, from China. They have had a very fine passage, and had no idea of a rupture likely to take place with France, till their arrival off this port. An express was sent off with dispatches, by two of the Pursers, to the East India House, with an account of their safe arrival at this port.

13. Came into the Sound the Romney, of 50 guns, and Dædalus, and an East Indiaman, name not yet known. Cawsand Bay and Plymouth look as gay as in the height of war; there being in the former nine men of war, and in the latter two men of war, and six East Indiamen. Came in the Busy cutter, with pressed men for the fleet; she will now, with the Excise and Custom-house boats, watch the East Indiamen to prevent smuggling. Came in from Guernsey, where she left l'Aigle, of 44 guns, the Blanche, of 36 guns, Captain Z. Mudge. Accounts received from France at Guernsey, state, that the men pressed for the fleet, are sent guarded from the interior to man the ships fitting for sea in the out-ports. While the six East Indiamen were lying to off the

Edystone, for the easterly wind, on Monday last the English cruisers in the Channel, manned and armed, boarded them all, and made a fair sweep of nearly 300 prime seamen for the service of the fleets; the crews of the Indiamen, till boarded, had not the most distant idea of an approaching rupture with France. If the Indiamen should want seamen to navigate them to the River Thames, the men of the ships in ordinary in the Tamar and Hamoaze, will, as usual, be drafted for that purpose. Ships now in dock under repair are as follows:—In the Double Dock the Warrior, of 74 guns; Terrible, 74; in the South Dock, Fisgard, 48; in the Middle Single Dock, the Impetueux, 84. They are all to have a thorough repair. The whole of the repairing docks are quite full in this dock-yard. Three P. M. came in from the Nore, the Thunderer, of 74 guns, to join the squadron in Cawsand Bay.

14. This morning arrived the Dutch National brig of war Echo, of 16 guns, Captain Von Kervil, from Batavia: she sailed from thence the 16th of October last, and touched at the Cape of Good Hope, which place she left the 1st of February, and it was at that time in possession of the English: General Dundas was also there, but his Lady had sailed for St. Helena. She left at the Cape the Lancaster, of 64 guns, Vice-Admiral Sir R. Curtis; Hindostan, of 54 guns, Captain Le Gros; Jupiter, of 50 guns, Captain Losack; the Penguin, of 18 guns, Captain M'Farlane; and another sloop of war. Came in la Renard, 24 guns, Hon. Captain Cathcart, the Boadicea, 44 guns, Captain Maitland. This forenoon the Prince, 98 guns, having been hauled down the harbour, was commissioned by Captain Grimsdale. Yesterday a signal made at Maker Tower, demanding the numbers of two line of battle ships standing in from the S. E. quarter, which were immediately answered, and repeated to Admiral Lord Keith, K. B. in Hamoaze, and proved to be the Dreadnought, 98 guns, Captain ———, and Thunderer, 74 guns, Capt. Bedford, from the Nore; they came to about sunset, in Cawsand Bay.

17. Came in from Dublin, Cork, and Waterford, the Rambler, 16 guns, Captain T. Innes, with 160 seamen and landmen, pressed and volunteers, for the fleet here; also from a short cruise, the Doris, 36 guns, Captain Pearson, with men for the fleet. Orders came down this day for all men of war fitting here, when ready, to go to Torbay. This morning the wind coming to the southward, the Romney, of 50 guns, Dædalus, of 36 guns, and the five East Indiamen, got under weigh, and proceeded on their destination for the Downs. Sailed the Constance, of 36 guns, Capt. Z. Mudge, for Guernsey.

18. Sailed his Majesty's ship Ardent, of 64 guns, Captain Winthrop, for Torbay, to join the fleet there. Came in the Ranger cutter, of 14 guns, Captain Frazer, from sea, with impressed men. The situation of Torbay and Cawsand Bay, for collecting a squadron of observation, is particularly appropriate at this and the summer seasons, as the winds which affect these two bays are S. S. E. and easterly winds; and they are perfectly sheltered from the tremendous seas and heavy gales of wind at S. W. and S. As soon as the Canopus, of 80 guns, now fitting for sea here, is ready, Rear-Admiral Campbell shifts his flag on board, from the Culloden, of 74 guns. Sailed on a cruise to the westward, to pick up men, the Boadicea, of 44 guns, Captain Maitland. Last night there was a hot press, when several holiday folks were found fit to serve his Majesty. Last evening it began to blow a hurricane at S. W. with hail and heavy rain; the men of war in Cawsand Bay struck yards and topmasts for the night; towards morning the weather moderated, and the wind shifted to N. N. W. and is now quite fair.

20. Arrived the Naiad, of 38 guns, Captain Wallis, from a cruise, with seamen; also the Hunter, of 10 guns; Dasher, of 18 guns, Captain Delafons; and remain in the Sound. The San Josef, of 112 guns, Captain Spicer, is quite rigged, and is a most beautiful man of war. Orders came down yesterday, not to proceed with rigging so expeditiously the Ville de Paris, of 110 guns, Captain Seymour; and the Prince, of 98 guns, Captain Grindall; though the former is nearly rigged overhead.

21. Arrived after a six week's passage, from Malta, the Dragon, of 74 guns, Captain Aylmer; she touched at Gibraltar; left the island of Malta all well,

still in our possession, and Governor Sir A. Ball, Grand Master for the present; the troops and men of war perfectly healthy, and in high order. The Dragon will perform the necessary quarantine in Cawsand Bay, previous to her receiving *pratique* from the Right Hon the Privy Council. The letters and dispatches for Government, being properly fumigated and smoaked, were landed and forwarded immediately. Came in from the westward, the Ranger, of 14 guns, Captain A. Frazer, with men for the fleet. The artificers of the Dock-yard are put on single days for the present: this looks not very warlike.

24. Yesterday orders came down for the shipwrights and other artificers of the Dock-yard, to go on in the usual way, most probably single days for the present. Yesterday and this morning two of the long coaches, full of the river riggers, passed through this town from Hamoaze for London, the time for which they were engaged being expired, having been only hired for a certain period; and as no other men of war are now rigging but the Ville de Paris, of 110 guns, Captain M. Seymour; and the Prince, of 98, Captain Grindall; and they are so forward in their rigging, that their own ships' companies can finish both ships with the greatest ease, and at a considerably less expence.

25. Yesterday, at noon, a signal was made from the Mars, of 74 guns, and Spartiate, of 84 guns, to Admiral Lord Keith, to go down the harbour to join the squadron of observation in Cawsand Bay, which being answered, the Master Attendant's boat rowed alongside, and the King's pilots took charge of both ships: the wind being fair, they went through the Narrows into the Sound, and came too at their anchorage in Cawsand Bay in a very grand style. Came in from a cruise, the Imogene, of 18 guns, with men for the fleet. Arrived from Torbay, being driven there with contrary winds, la Prevoyante, armed store-ship, with hemp and iron for this dock yard; she left the island of Malta about a month since in perfect health, and in good order.

26. Last evening per signal from Admiral Lord Keith to Maker Tower, and from thence to Cawsand Bay, the Plantagenet, of 74 guns, Captain Hammond, weighed anchor, and sailed for Torbay, to join the squadron of observation forming there for Channel service. Notwithstanding several of the riggers of the river are gone back from hence, yet it does not follow that the riggers of the Ville de Paris, of 110 guns, Captain Seymour; St. Josef, of 112, Captain Spicer; Prince, of 98, Captain Grindall; and Conqueror, of 74, Captain Louis, (the four ships now fitting for service in Hamoaze), are at all slackened. The men in ordinary, who are prime seamen, and their own ships' companies, can finish and overlay all the rigging of those ships necessary to complete them for sea, and the saving to Government is very great, though the exertions of the riggers in the infancy of an armament are very material, and always allowed to be of importance to the service.

PORTSMOUTH REPORT,

FROM MARCH 24 TO APRIL 24.

March 24. Went out of harbour his Majesty's ship Diamond, of 38 guns, Capt. T. Elphinston, and l'Aigle, of 36 guns, Capt. Wolfe. Arrived his Majesty's ship Juno, of 32 guns, Captain Richardson, from the eastward. His Majesty's ships Aurora and la Determinée, this day embarked the 31st Regiment for Guernsey. The Isis, of 50 guns, Captain Lobb, is under orders to proceed to the Downs, where it is supposed she will bear the flag of Edward Thornborough, Esq. Rear-Admiral of the Blue. Commissions are received here, appointing Officers to his Majesty's ship Puissant, of 74 guns. Orders are received here to fit for a state of commissioning, without delay, all the line of battle ships at this port not in need of any great repairs. All the gun-brigs are also ordered to be got ready for prompt service; with the flat-bottomed boats, and every description of small vessels laid up at this port. Arrived the Juno frigate from the Downs. Sailed the Charleton, for the East Indies, and several other outward-bound vessels; also the Apollo and Determinée frigates to the eastward.

25. This morning Admiral Lord Gardner hoisted his flag, blue at the main, on board the Neptune, of 98 guns, Captain Drury, as Commander in Chief at this port, in the room of Admiral Milbanke. Sailed the Aurora, of 28 guns, Captain Malbon, and the Determinée, of 24 guns, Captain Becher, with the 81st regiment on board, for Guernsey. The Puissant, of 74 guns, is fitting for the flag of Lord Gardner; the Neptune being ordered to Cawsand Bay, where a squadron is to assemble for cruising in the Channel. The Diamond frigate, Captain Elphinstone; and l'Aigle, Captain Wolfe, are gone out of harbour; and the Orpheus, of 32 guns, Captain Elphinstone, is come in. Arrived the Pigmy cutter, Lieut. W. White, with impressed men.

26. Sailed his Majesty's ship Alcmene, of 32 guns, Captain Stiles, on a cruise. The rapid progress making in fitting out the following ships in the harbour, surpasses any thing we have hitherto seen: the Dreadnought, of 98 guns, Rear-Admiral John Holloway, and Captain Bowen; Russell, of 74 guns, Captain Williams; Grampus, of 50 guns, Captain Caulfield; Chichester, of 44 guns, Captain Spear; Castor, of 32 guns, Captain Peacocke; Arrow, of 20 guns, Captain Vincent; and Starling, of 14 guns, Lieutenant Guyon. His Majesty's ship Puissant is getting ready to receive the flag of Lord Gardner.

27. Went out of harbour his Majesty's ship Arrow, of 20 guns, Captain Vincent, and remains with the squadron as per last. Sailed his Majesty's ship Isis of 50 guns, Captain Lobb; and Port Mahon sloop of war, of 18 guns, Captain Neville. Arrived his Majesty's ship Amelia, of 44 guns, Captain the Right Hon. Lord Proby, from the eastward, and his Majesty's ship Eurydice, of 24 guns, Captain Malcolm, from the East Indies. His Majesty's ship Gladiator, of 44 guns, is ordered to be commissioned: she will bear the flag of Rear-Admiral Holloway.

29. Sailed the Eurydice, of 24 guns, Captain Malcolm, with a part of the 81st regiment, which she brought from the East Indies, to land them at Jersey, where the remainder of the regiment lies. Arrived the Amphion, of 32 guns, Captain Hardy, with impressed men from Ireland. This afternoon sailed the Pigmy cutter, for Poole. The Dreadnought, of 98 guns, Captain Bowen, will go out of harbour to-morrow, and in a few days will proceed with the Venerable, of 74 guns, Captain Searle, for Cawsand Bay. Both ships will have their complements completed from the men who arrived in the Amphion. The Puissant, of 74 guns, was yesterday commissioned as a receiving ship, by Lieut. Morris. There is no Captain appointed to her.

30. Arrived the Hector, of 74 guns, Captain Skipsey, from Malta, last from Gibraltar. She is under quarantine. Sailed l'Aigle, of 36 guns, Captain Wolfe, for Jersey. Went out of harbour the Dreadnought, of 98 guns, Captain Bowen. The Neptune, Captain Drury; and the Venerable, Captain Searle, have made the signal for sailing for Plymouth. The Pigmy cutter, Lieutenant White, is dropped down to St. Helen's, to examine all the merchant vessels, and press such hands as have no protection. The Amphion, of 36 guns, Captain T. Hardy, is ordered to Jersey. The Russell, of 74 guns, Captain Williams, will go out of harbour to-morrow. Arrived the Calcutta East Indiaman from the Downs.

31. Dropped down to St. Helen's, the Neptune, of 98 guns, Captain Drury; and the Venerable, of 74 guns, Captain Searle. They will proceed as soon as the wind is fair, for Cawsand Bay. Went out of harbour, the Russell, of 74 guns, Captain Williams. She will sail in a few days for Plymouth. The Hector, of 74 guns, Captain Skepsey, is gone to the Motherbank to perform quarantine.

April 1. Sailed from St. Helen's the Neptune, of 98 guns, Captain Drury; and the Venerable, of 74 guns, Captain Searle, for Cawsand Bay; also the Amelia, of 44 guns, Captain Lord Proby, with some of the 83d regiment, for Jersey. The Amphion, of 32 guns, Captain Hardy, which was ordered to Jersey, is now ordered to fit for foreign service, and drop to St. Helen's with all possible haste. General Trigge is expected here to-morrow, to go out in the Juno frigate, Captain Richardson, to Gibraltar.

2. The Calcutta, outward-bound East Indiaman, is lying at the Motherbank to be dispatched. Colonel Nightingale, who is going out Quarter-master General to India, and several other passengers, are arrived here. It is said Lord Nelson is to hoist his flag on board the Amphion frigate, Capt. T. M. Hardy, now fitting for foreign service at this port, and to proceed to command in the Mediterranean. The Victory, which is to be commissioned on the 24th instant at Chatham, will be his Lordship's flag-ship. This evening arrived the Hugh Inglis, outward-bound East Indiaman. The Hector, Capt. Skipsey, which arrived on Wednesday at this port, left lying at Malta, on the 3d of March, the Kent, Superb, Triumph, Donnegal, Gibraltar, Agincourt, Charon, Expedition, Experiment, Active, Phœbe, Niger, Victorieuse, and Resistance. The Regulus had sailed from Malta for Egypt; the Blond, to Naples; and the Raven, to Egypt, to get manned, her crew being sick. The Tourterelle and Pandour, were lying at Alexandria: and the Braakel guard-ship, at Smyrna. The Anson sailed the latter end of November from Malta, for Egypt. The Hector sailed from Gibraltar on the 12th of March, where the Vincego and Bittern sloops were lying. The Bellisle passed Gibraltar for Malta, on the 2d of March. Passengers by her, Capt. Collis, of the 35th; Lieut. Lyons of the 20th; and Mr. Halloway, Master of the Expedition.

4. Sailed to St. Helen's, His Majesty's ship Amphion of 32 guns, Capt. Hardy, bound on foreign service; and His Majesty's ship Acasta, of 40 guns, Capt. Wood, to the Westward. Arrived His Majesty's ship Eurydice, of 24 guns, Capt. Malcolm, from Jersey, and remains with the squadron. Remains at St. Helen's the Amazon of 32 guns, and Pigmy cutter, of 14 guns.—Wind S. and moderate.

5. His Majesty's ship Juno, of 32 guns, is unmoored, and under sailing orders for the Mediterranean. Came into harbour His Majesty's ship Eurydice, of 24 guns, Captain Malcolm, to be paid off. Five hundred seamen are daily expected here from the eastward for His Majesty's ship Dreadnought, of 98 guns; upon receiving them she is to join the squadron in Cawsand Bay.

6. Dropped down to St. Helen's, to wait for further orders, the Amazon, of 36 guns, Captain T. Hardy. Arrived, and came into harbour, the Eurydice of 24 guns, Capt. Malcolm, from Jersey. Her men are to assist in rigging the Grampus, of 50 guns, Capt. Caulfield, before they are paid off. Sailed the Acasta frigate, Capt. Wood, for Guernsey. The Endymion frigate was yesterday commissioned by the Hon. Capt. Paget, son of the Earl of Uxbridge. General Sir T. Trigge, K. B. arrived at the George Inn this morning from London. To-morrow he will embark on board the Juno frigate.

7. This morning General Sir Thomas Trigge, Lady Trigge, and suite, embarked on board the Juno, of 32 guns, Captain Richardson, and she immediately sailed for Gibraltar. The Calcutta, outward-bound East Indiaman, got under weigh; but the wind coming scant, and being a heavy ship, she brought to again.

8. Passed by the Exeter, Lady Castlereagh, and Warren Hastings, for the East-Indies.—Sailed the Juno frigate for Gibraltar. Arrived the Amelia frigate from Jersey. Put back the Calcutta East Indiaman.

10. Rear-Admiral Holloway has shifted his flag from the Puissant to the Gladiator, Lieut. Conolly, which ship has been fitted on purpose for its reception. Went out of harbour the Puissant. Several Commissions of Officers for the Royal Sovereign, Britannia, and the Windsor Castle, at this port, are received; but no Captains are as yet nominated. The Royal Marines, destined for the garrison of New South Wales, embarked on Wednesday on board the Calcutta, Captain Woodriffe. Lieutenant-Colonel Collins, of that corps, who is going out Governor of the colony, arrived here this morning. The Ocean transport, which is to accompany the Calcutta, arrived from the Downs yesterday.

11.—Yesterday sailed the Diamond of 38 guns, Captain Elphinstone, for Yarmouth, to impress men. This morning sailed the Sylph, of 18 guns, Captain Grace, on a cruize. Went out of harbour the Grampus, of 54 guns, Captain

Caulfield. The Royal Sovereign, of 110 guns, was this day commissioned by a Lieutenant.

12.—Admiral Lord Gardner has shifted his flag from the Dreadnought, of 98 guns, Capt. Brace, to the Grampus, 50 guns, Capt. Caulfield. The Dreadnought is unmoored, and will sail to-morrow for Cawsand Bay. The Britannia was yesterday commissioned by Lieutenant Hickey. The Calcutta, Capt. Woodriffe, and the Ocean transport, with convicts and settlers on board, for New South Wales, will sail on Thursday.—Lieutenant-Colonel Collins, the Governor, embarks to-morrow. Gangs from the Russel and Aurora are on shore every night pressing, in which they pick up six or seven hands of a night. Sailed the Calcutta, Hugh Inglis, and Lord Howe, for the East Indies.

13.—Last night sailed the Dreadnought, of 98 guns, Capt. Brace, to the westward, and the Kingfisher and Raven sloops, with artillery for Guernsey and Jersey. This day His Majesty's ship Orpheus, of 32 guns, Capt. Chas. Elphinstone, was paid off. The pendant is hoisted on board His Majesty's ship Royal Sovereign, of 110 gnns; and also on board His Majesty's ship Windsor Castle, of 98 guns; the former is commanded by Captain Curry (acting). His Majesty's ship Amelia, of 44 guns, Capt. Lord Proby, is under sailing orders to proceed to the Eastward. The Chichester, of 44 guns, Capt. Spears, is getting ready for sea with the greatest dispatch: she has taken in a very large quantity of stores of every description, and is destined for Gibraltar.

14. Arrived l'Aigle frigate from Weymouth. On Tuesday night sailed the Dreadnought, of 98 guns, Capt. Brace, to the westward, and the Kingsfisher and Raven sloops, with artillery for Guernsey and Jersey. This day His Majesty's ship Orpheus, of 32 guns guns, Capt. Chas. Elphinstone, was paid off. The pendant is hoisted on board His Majesty's ship Royal Sovereign, of 110 guns; and also on board His Majesty's ship Windsor Castle, of 98 guns: the former is commanded by Captain Curry (acting). His Majesty's ship Amelia of 44 guns, Capt. Lord Proby, is under sailing orders to proceed to the Eastward. The Chichester, of 44 guns, Capt. Spears, is getting ready for sea with the greatest dispatch: she has taken in a very large quantity of stores of every description, and is destined for Gibraltar.

15. Sailed the Amelia, of 44 guns, Capt. Lord Proby, to the Eastward. This afternoon Lord Wm. Bentinck and Lady arrived here. His Lordship is going out to India.

16. His Royal Highness the Duke of Kent is hourly expected to arrive in the Amazon frigate, from Lisbon. Orders have arrived here to receive His Royal Highness with every respect due to his character. His Grace the Duke of Bedford has arrived here on a visit to the Hon. Capt. Paget, of the Endymion. Capt. Burdett and his Lady came here on Tuesday, on a visit to their father, Gen. Whitelocke. Admiral Gardner has shifted his flag to the Grampus of 50 guns, Capt. Caulfield. There never was greater exertion made than at the present moment, by the Officers and Artificers of the Dock Yard at this port, in getting ships ready for service. Two first and one second rate, which have been commissioned in the course of the week, are in great forwardness, and will be ready for sea in a few days; and we can state from authority, that men enter very fast, and, on the average, there are twelve volunteers to one impressed man; a circumstance never known in any former period of raising men for the navy. An officer, and 33 privates, belonging to the Royal Artillery, are gone to Guernsey; the same number are also gone to Jersey. They were embarked in the King's Fisher and Rover. Arrived the Camilla, of 20 guns, Captain Hill, from Jersey. The Chichester, Captain Spear, is taking in stores at this port for Gibraltar and the Mediterranean.

19. Arrived la Sybille frigate, from the East Indies, last from Lisbon. A number of laden colliers bound to the Westward, have brought up at Spithead, waiting till the present gale abates.

20. The Sybille frigate, Capt. Adam, has brought up at St. Helen's from the East Indies, but it has blown so hard that she has not been able to come to

Spithead. Captain Kittoe is arrived, to fit out the Britannia, of 100 guns. The Thalia armed transport, Captain Moncier, has arrived from Barbadoes, and remains with His Majesty's ships Grampus, of 50 guns, Admiral Lord Gardner and Captain Caulfield; Russell, of 74 guns, Captain Williams; Puissant, of 74 guns, Captain Bowen; Acasta, of 40 guns, Captain Oswald; Aurora, of 28 guns, Captain Malbon; Camilla, of 20 guns, Captain Hill; Calcutta, of 56 guns, Captain Woodriff; and Arrow, of 30 guns, Captain Vincent. Remain at St. Helen's, His Majesty's ship Amphion, and Pigmy cutter. Wind N. W. blowing a strong gale. Necessary preparations are making here for the reception of His Royal Highness the Duke of Kent, who is hourly expected to arrive at this port, in His Majesty's ship Amazon, of 38 guns, Captain Parker.

21. Arrived the Excellent, of 74 guns, Captain Naw, from Barbadoes, and the Expedition, armed *en flute*, Captain Wilson, from the Mediterranean, with troops; she is put under quarantine. The Lord Howe, East Indiaman, with Governor Lord Bentinck on board, has been obliged to put back, and his Lordship is disembarked. It has blown a dreadful gale of wind all day at south west, accompanied with rain and hail; all the men of war struck their yards and topmasts, and rode out the gale pretty well, except the Sybille and Camilla, who drove, but without receiving any damage. The preparations in fitting out the ships, &c. seem, within these few days, to be very much relaxed. The orders which have been received are not so urgent, and, indeed, every department is comparatively passive. There have been no gangs from the ships of war this week parading the streets to pick up men.

22. Arrived the Penguin, of 18 guns, Captain M'Farland, from the Cape of Good Hope, after a passage of two months and two days. She made the Land's End yesterday, from whence she ran ten knots an hour. She brings an account of the arrival of the Concorde frigate, Captain Wood, at the Cape, with orders for its evacuation. It was accordingly surrendered to the Dutch two days before the Penguin left it. Admiral Sir Roger Curtis, with his squadron, may be expected to arrive in a week or ten days; it was not finally arranged, when the Penguin sailed, when they were to depart, but it was generally believed they would sail about a week after. The Penguin has brought home a Colonel of the horse, and about thirty soldiers. The St. Fiorenzo frigate, Captain Bingham, had arrived at the Cape some time previous to the Concorde, with duplicates of the orders which were sent by the Imogen to retain it. Also arrived His Majesty's ships Regulus, Captain Pressland, and the Alligator, armed *en flute*, with troops from Malta and Gibraltar. They are under quarantine. Came up from St. Helen's, the Excellent, of 74 guns, Captain Nash, and the Sybille frigate, Captain Adam. The Sybille left the Victorious, of 74 guns, Captain P. Malcolm, at Lisbon, in such a bad state, that she will be forced to be broken up there. Passed by this port for the Downs, the Thames homeward bound East Indiaman, after a very quick passage of five weeks from St. Helena. Several passengers landed here, and proceeded to London. The Thalia, Captain Moncur, which arrived yesterday from Antigua, has brought home the 3d regiment.

23. The Marquis of Titchfield is here, with his brother, Lord William Cavendish Bentinck, whose sailing is delayed by the strong adverse wind. The Thalia, Captain Moncur, has brought home the 39th regiment from Antigua, after a passage of twenty-seven days. The Venus frigate, Captain Graves, had sailed from thence to St. Kitt's, to take the 8th West India regiment to Bermuda; and the Asp, Captain Ferrier; Guachapin, Captain M'Kenzie; Drake, Captain Ferris; and the Osprey, Captain Younghusband, were lying at Antigua. The Thalia spoke to the Andromache, Captain Laurie, from Halifax to Antigua, to fetch the 6th West India regiment to the former place.

24. His Majesty's ships Dragon, Alligator, and Prevoyante, on their passage from Gibraltar to England, on the 8th inst. fell in with two French line of battle ships, off Cape St. Vincent's, standing to the southward; one of them bore a Rear-Admiral's flag, and the other a broad pendant. Upon their discovering the British ships, they hauled their wind to the westward,

Promotions and Appointments.

Captain M. Seymour (acting), to the Ville de Paris.
Captain P. Spicer (acting), to the San Joseph.
Captain R. Grindall, to the Prince.
Captain Conn (acting), to the Canopus.
Captain B. Dacres (acting), to the Culloden.
Captain G. Byng, to the Texel.
Captain I. Seater, to the Leyden.
Captain R. Mansell, to the Beschermer.
Captain Renow, to the Vlitier.
Captain W. Lake, to the Topaze.
Captain Heathcote, to the Galatia.
Captain Selby, to the Cerberus.
Captain Proctor, to the Zebra.
Captain F. Langford, to the Fury.
Lieutenant Johnsone, to the Ceres slop ship.
Lieutenant Lapenotiere, to the Pickle schooner.
Lieutenant Carpenter, to the Ant schooner.
Lieutenant S. Gordon, to the Prince Frederick convalescent ship.
Lieutenants Bevan and Squire, to the Windsor Castle.
Mr. Peache, Purser of the Iphigenie, to the Grampus.
Mr. I. Clungeon, of the Grampus, to the Iphigenie.
Mr. Dunsier, Purser of the Windsor Castle, to the Prince George; and
Mr. Yates, of the Prince George, to the Windsor Castle.

Mr. James Lind Meik, Midshipman of the Blenheim, and the youngest son of Doctor Meik, Physician to the Garrison, is promoted to the rank of Lieutenant of His Majesty's ship De Ruyter. This young Officer has been engaged in two of the smartest actions that were fought last war: one between la Pique and la Seine, in 1798; and the other between la Seine and la Vengeance, a ship of vast superiority to la Seine, in 1800; in both of which he was stationed on the quarter-deck, and his conduct on these occasions was entirely to the satisfaction of Captain Milne, as was stated in a letter from that Officer. In consequence of this honourable testimony to his professional character, he was confirmed in his promotion.

Doctor Baird, to be Commissioner for Sick and Wounded Seamen. He is to inspect all Naval Hospitals, Hospital Ships, Prison Hospitals, Marine Sick Quarters, and, in short, the whole Medical Economy of the Naval Department, whether on board or on shore. Similar powers have never yet been committed to any one man; the exercise of them, with effect, calls for temper, ability, integrity, and unremitting assiduity; and we believe these qualities will rarely be found to be more happily combined than in the Gentleman above-mentioned. The benefits to the public to be expected from this appointment are, thin hospitals, and healthy ships. If these should be effected, which there can be no doubt of, the illustrious Admiral, who was the author of it, will be entitled to additional gratitude from his country.

Captain Haywood, to the Dedaigneuse, in the East Indies.
Lieutenants Ley and Hare, to the Beschermer; and
Lieutenants Mules and Richardson, to the Texel, fitting for a floating battery.

Lieutenant Ross, late of the Dreadnought, is appointed First Lieutenant of the Puissant; and

Lieutenant Stone appointed to the former in his room.
Captain S. Sutton, to the Victory, at Chatham.

Captain Durham, to the Windsor Castle.
Captain Curry (acting), to the Royal Sovereign.
Captain Kittoe (acting), to the Britannia.
Captain Oswald, to the Acasta.
Captain G. Irwin, to the impress service at Deal.
Lieutenant Spry, to ditto, at Little Hampton.
Mr. Nagle, Surgeon, to the Royal Sovereign.
Mr. Cornfoot, to the Britannia.
Mr. Jarvis, to the Russell.
Mr. Gaunt, of the Orpheus, to the Windsor Castle.
Captain Beauchamp, to the Zebra.
Captain B. W. Taylor, to the Camilla, *vice* Hill.
Lieutenant Nicholas, to the Resolue slop-ship.
Lieutenant Cox, to the Woolwich tender; and
Lieutenant Leslie, to the Sheerness tender.
Lieutenants Speer, Strong, and Payne, to the Immortalité.
Lieutenants Balfour and Stanton, to the Lynx.
Lieutenant Emerton, to the Leyden.
Lieutenant Bright, to the Britannia.
Lieutenant Rude, to the Hector.

Lieutenant Alexander Allen is appointed one of the Naval Knights of Windsor, under the will of the late Samuel Travers, in the room of Lieutenant Cockell, deceased.

BIRTHS.

The Lady of Lieutenant Evelyn, of the Royal Navy, was lately delivered of three daughters, at Clontaff, near Dublin.

On Saturday morning, the 26th of March, of a son, the Lady of Captain Lambeth, of the Royal Navy, at his house, in Somerset-street, Portman-square.

On the 2d of April, at her father's house, College-street, Westminster, the Lady of Captain G. Murray, of the Royal Navy, of a son.

MARRIAGES.

On the 29th of March, at Mary-le-Bonne Church, Captain Edward Brenton, of the Royal Navy, to Miss Cox, daughter of the late General Thomas Cox.

On the 9th of April, Lieutenant Mules, of the Texel, to Miss Meade.

Captain Thomas Butler, of the Honourable East India Company's late ship the Rockingham, to Miss Priestley, daughter of Joseph Priestley, Esq. of White Windows, near Halifax.

On the 19th of April, at Brompton Chapel, by special licence, by the Rev. A. R. Chauvet, Chaplain to His Royal Highness the Prince of Wales, Sir Charles Hamilton, Bart. of the Royal Navy, son of the late Sir C. Hamilton, of Marlborough House, Portsea, to Miss Drummond, only daughter of the late G. Drummond, Esq. banker, at Charing-cross.

OBITUARY.

On the 30th of March, at Harpenden, Herts, Mrs. Stoney, relict of the late Captain Stoney, of His Majesty's Royal Navy.

On the 6th of April, at his house at Sonning, near Reading, after a short illness, Sir Thomas Rich, Bart. Admiral of the Blue Squadron. He was made Post Captain in the year 1771; promoted to the rank of Rear-Admiral in 1794; to Vice in 1795; and to be Admiral of the Blue Squadron in 1801.

THE

Marine List

OF

SHIPS LOST, DAMAGED, &c.

THE Trio, Anderſon, from Lisbon to Liverpool, was wrecked about the 17th of February, on Iſlay Iſland. Cargo expected to be ſaved.

The Penſylvania, from Philadelphia, that was on ſhore near Londonderry, is got off; and the Fair American, from Philadelphia, is on ſhore there; lighters are gone to take in her cargo.

The Fame, of Greenock, was driven on ſhore near Wexford, the 26th of February, but is expected to be got off.

The Induſtry, James, of Briſtol, has received damage at Dublin, by being run foul of.

The Saphir, of Morlaix, Murphey, is loſt on the coaſt of France, near Royan.

Le Rochfort, Boubout, foundered off Uſhant.

The Trois Geſuſters, Kappel, from Leghorn to Amſterdam, is loſt near Fluſhing. Cargo will be ſaved.

The Hope, King, from Poole to London, is on ſhore near Poole, and it is feared will be loſt.

The Camel, Mathews, failed the 9th of November laſt from Newfoundland, for Teingmouth, and has not ſince been heard of.

The George, Aitkin, from Gallipoly, is on ſhore near Briſtol, and it is feared will be loſt.

The Liberty, Turnbull, of Whitehaven, laden with coals, was loſt on the coaſt of Wales, the 27th of February. Crew ſaved.

The Canton, Minor, from Hambro' to Charleſton, is put into Aberdeen, diſmaſted.

The Defiance, Bugle, from Penzance to Swanſea, is loſt near the Land's End.

The Good Intent, Jones, from London to Sandwich, is on ſhore on Deal beach. The cargo is landed.

The Union, Peggs, of Workington, was loſt at Ballywater, the 23d of February. Crew ſaved.

The Perſeus, of Greenock, bound to Leghorn, was blown from her anchors the 27th of February in Ramſay Bay, and put on ſhore near Maughold's Head. Cargo, conſiſting of herrings and flour, landed.

A brig, ſuppoſed to be the Bacchus, Butterfield, of Fowey, is on ſhore near the Land's End.

The De Sex Sockend, Schute; and the Moder and Frie Soeitre, Haſelman, were loſt at Trieſte, the 12th of January.

The Amphitrite, Hiorth, from Stavanger to St. Martin's, is wrecked at Pakefield, near Yarmouth; the Maſter and one man drowned. Cargo ſaved.

The Fabius, Farrell, and the Harmony, ——, both from Maryland to Rotterdam, after being off Goree, are put back with loſs of anchors and cables; the former to the Downs, and the latter to Goſport.

The Betſey, Marſton, from Lisbon to Plymouth and London, is put into Granville, after being on a ledge of rocks near Jerſey.

The Friendſhip, Debnan, from London to Rotterdam, is put back to Graveſend, with loſs of anchors and cables, and bowſprit, having been run foul of.

The Three Friends, Sutherland, from London to Blakeney; and the Reſolution, Clark, from London to Inverneſs, are put into Sheerneſs with loſs of an anchor and cable each.

The Nancy, of Baltimore, Stebbs, bound to Rotterdam, is on ſhore at Sheerneſs, with the loſs of an anchor and cable, windlaſs and rudder; but expected to be got off without further damage.

The Speculation, Coyſh, from Ipſwich to Liverpool, is on ſhore on the Longſand. Crew landed at Margate.

The Flora, Williams, from Barnſtable to Liverpool, is ſtranded in Fiſhguard harbour. The cargo is expected to be ſaved.

The Sally, Shaw, from Clyde to Hambro', having ſtruck on the Rattry Head, has put into Peterhead with loſs of rudder and leaky, and it is ſuppoſed muſt unload to repair.

The city of Amſterdam, is loſt at Curacoa. Five men drowned.

The Jaſon, from Lynn to Grangemouth, being very leaky, was deſerted by the crew on the 28th of February, who landed at Scarbro'.

The Bacchus, Butterfield, of Fowey, ſtated to be loſt, is arrived at Penzance.

The Neva, Canney, failed from Shields, the 2d of March, for Hambro', and put back the 8th, having been off Helegoland and learnt the Elbe was frozen.

The Hopewell, Cockfield, of Shields, bound to London, is on ſhore on the Herd Sand, and it is feared will be loſt.

The Emanuel, Hanſen, which was on ſhore, is got off and put into Cette.

The Vaillant, ——, from Rouen to Rochelle, which was on ſhore, is got off, and arrived at her deſtination.

The Union, Deſtrais, from Bourdeaux to Rouen, was loſt 21ſt of February on Iſle Dieu.

The Ann, Read, failed from Liverpool a conſiderable time ſince, for Cork, and has not been heard of.

The Betty, Evans, from Cork for Belfaſt and Greenock, was driven on ſhore near Kircudbright, the 27th of February. Cargo landed.

The Thomas and Hannah, Barber, of Harwich, is run down off the Spurn. Crew ſaved.

The Swift, Walters, from Leghorn to London, is loſt on the coaſt of Sicilly. Crew ſaved.

The Hellen, Haiſon, from Liverpool for Rotterdam, is loſt in the Lewis's.

La Mere de Quatre, Lourentz, from Cadiz, was loſt the 26th of February, near the entrance of the Scheldt.

The Surpriſe, Carter, from Liverpool to Rotterdam, got on ſhore about ſix miles from Helvoet, and received much damage. She is obliged to unload.

The Welcome Meſſenger, Prodo, from Newcaſtle to London, was run down near Loweſtoffe, in the night of the 18th of March. Crew ſaved.

The Providence, of Swanſea, Jenkins, run foul of the Ellen, Flinn, of Cork, from Caſtle Townſend, on the 15th of March, and ſunk. Crew ſaved.

The James, Steer, from Plymouth to Padſtow, foundered off the Land's End, the 8th of March. Crew ſaved.

The Armeida, Volcker, from Briſtol to Honfleur, is run down off the Land's End.

The Union, Leske, of Newcaſtle, with coals, for Southwold, is wrecked near the South Pier, Newcaſtle.

The Hopewell, Cockfield, which was on the Herd Sand, is got off.

The Graydon, Gilman, from Sunderland to Dort, was loſt the 27th of February, near Brouwer's Haven.

The Elizabeth, Labouren, from Dublin to Caſtlehaven, was wrecked at Cahore, the 16th of March.

The Mary, of Scarbro', Holthy, from Hull to Lisbon, is loſt near Breſt. One man drowned.

The Unanimity, Lee, from London to Cardiff, is loſt in the Briſtol Channel

The Reimburg cutter, tender to the ſhip Arethuſa, Taylor, is loſt on the coaſt of Africa, and all the crew.

The Eliza, Wilſon, from Ipſwich to Liverpool, was driven on ſhore the 10th of March, in Bullen's Bay, near the Old Head off Kinſale, but expected to be got off with conſiderable damage. Cargo loſt, crew ſaved.

The Laurel, Caſſon, from Cork to Liverpool, is on ſhore near Holyhead.

The ——, Dirks, from Riga to Bremen, is ſtranded near Heligeland.

The Seaford, Mandels, from Baltimore to Bremen, is put into Cuxhaven leaky, and part of her cargo thrown over.

The Victoria, Borges, is ſtranded in the Weſer. Cargo landed.

The Fancy, Wilſon, from Philadelphia, is loſt near New Providence.

A ſhip and a snow, belonging to Cadiz, are reported to have been loſt on Mocus Reef, Florida ſhore, in January laſt.

The Medway, Potts, from New York to Madeira, is put into New London with damage, having been ſtruck with lightning.

The ſchooner Phœbus, Dominique, from Norfolk in Virginia, is loſt on the Bar of St. Auguſtine, Eaſt Florida.

The Charlotte, Baillie, from Alicant to Belfaſt, failed the 9th of December, and has not ſince been heard of.

BIOGRAPHICAL MEMOIRS OF

THE RIGHT HON. WILLIAM LORD HOTHAM,

ADMIRAL OF THE WHITE SQUADRON.

He is a good one, and his worthiness
Does challenge much respect.

SHAKESPEARE.

WE have sometimes occasion to regret the paucity of our biographical materials, and particularly in relation to the early part of the lives of those gallant men, with whose memoirs our work has from time to time been enriched. It is not a matter of curiosity only which leads us to desire to be acquainted with the manner in which an Officer who has distinguished himself in the service of his country spent his youth, with the Commanders under whom he served, and the actions in which he was engaged whilst he was a junior Officer. It is a source of instruction to trace the progress of an Officer's professional services from his first entrance into the Navy, to the mature period, when, full of years and honours, he retires from the concerns of active life. In the present instance we are sorry not to be able to give our readers an account of the early part of the professional career of an Officer, who has so highly distinguished himself as the noble subject of these Memoirs.

The first information we have concerning our hero is, that on the 17th of August 1757 he was promoted to the rank of Post Captain, on account of his meritorious conduct in the Fortune sloop, in which vessel he captured a French privateer of superior force. Early in the ensuing year he was appointed to the Melampe, of thirty-six guns, a frigate employed as a cruiser in the North Sea. On this station he gave a very conspicuous proof of his good conduct, bravery, and seamanship, in an action with the Danae, a very large French frigate, carrying forty guns, and three hundred and thirty men, and another vessel of equal force, on the 28th of March 1759. Being in company with the Southampton,

they gave chase to the two French frigates; and the Melampe being the best sailer, came up with and engaged both the enemy's vessels for three quarters of an hour before the Southampton could give her any assistance. The engagement continued with great briskness on both sides, till the Danae having lost a number of men, and being much disabled, struck; and her companion crowding sail, made off, leaving the British frigates not in a condition to pursue her. On board the Melampe eight men were killed, and twenty wounded.

In the summer of the same year he joined the grand fleet, under Sir Edward Hawke, and continued in the Melampe till 1761, when he removed into the Æolus, and was employed as a cruiser in the Channel, and off the coast of France, during the remainder of the war. On this station he was remarkably successful. In the month of February 1762 he captured two French privateers, the Pierre, of six guns, and eighty men; and the Esperance, of six guns, and sixty men, both from Bayonne; and also retook an English ship from Jamaica, of considerable value. In the month of April following, in company with the Brilliant frigate, he captured two other small privateers, belonging to St. Maloes, and retook a ship from Maryland, laden with tobacco, and bound to London. On the 2d of September, being on a cruise off Cape Pinas, he gave chase to two Spanish West India ships, which took shelter under a small battery in Aviles Bay. Captain Hotham pursued them close in, and came to an anchor with a spring upon his cable, in such a situation as enabled him to open a heavy fire not only against the largest ship, but also against the battery on shore; both of which, after a short resistance, were abandoned by the Spaniards. On Captain Hotham's proceeding to take possession of the ship, he found her unfortunately so fast aground, that it was impossible to bring her off, and therefore he was obliged to set her on fire. The loss on this occasion to the enemy must have been very considerable, as the vessel destroyed was a ship of eleven hundred tons

burthen, pierced for sixty guns, but only thirty mounted, and had on board a valuable cargo. Her consort got afloat during the ensuing night, and unfortunately made her escape.

As a recompence, however, for this disappointment, Captain Hotham captured, on the 20th of the same month, a valuable French ship, called the Formidable, bound from Bordeaux to St. Domingo, which he sent into Plymouth. Two days afterwards he fell in with a French convoy, consisting of one ship of the line, three frigates, and four transports, which he very gallantly and spiritedly followed for the space of five days, without bringing himself into danger from so superior a force, but judiciously keeping such a position, as would have enabled him to have profited by any accidents in his favour, and in the hopes of being joined by some British ships of war, with whose assistance he might attack the enemy with a reasonable prospect of success. No British cruisers, however, appearing, and Captain Hotham being at that time beyond the limits of his station, he reluctantly abandoned the pursuit, and shortly after returned to port.

The peace which followed soon after these events, deprived Captain Hotham of any farther opportunity of signalizing himself for the present. In the year 1767 he commanded the Hero, of 74 guns, one of the guardships at Plymouth; and, in 1773, the Resolution, when his Majesty reviewed the fleet at Spithead. What other appointments he might have held have, not come to our knowledge, nor is it probable that he held any other commands than those which we have noticed, as, with the exception of the Falkland Islands' dispute, the period which elapsed from the peace of Paris in 1763, to the commencement of the American revolt, was a period of general tranquillity, and consequently but a small number of Naval Officers were employed, and those in posts of little importance.

All the bitterness of our contest with America is now forgotten, and we can speak of that event as of "a tale of other times." Connected with that vast and flourishing

empire by language, mutual ancestry, similar manners, and the holy bands of religion, the memory of former animosities should not prevail, nor will we attempt to revive them; but at the same time we cannot help giving it as our decided opinion, that in the causes which led to the revolt of the United States of America, more blame attaches to the American leaders than to the British Government, and that by far the greater part of the mischiefs of that war are solely attributable to the disposition and conduct of the ruling party in America. Our subject has led us into these reflexions, and from them we return with pleasure to the thread of our narrative.

In consequence of the disputes with the American colonies, and the universal ferment which prevailed on that continent towards the latter end of the year 1775, it was thought necessary by Administration to send a powerful naval force into that quarter; and early in the ensuing year, matters still growing more serious, it was judged expedient to send to America reinforcements of troops and ships. The principal mistake of the American war probably was, that a sufficient number of troops and ships were not sent out early enough to have crushed the rebellion in its infancy, instead of sending out from time to time detachments often barely sufficient to keep the insurgents in check, and rarely capable of offensive operations.

Early in the year 1776 Captain Hotham was advanced to the rank of Commodore; and having hoisted his broad pendant on board the Preston, of 50 guns, sailed for America, from Spithead, on the 6th of May, having under his convoy a numerous fleet of transports, on board which were embarked a strong corps of Hessian troops, taken into the pay of Great Britain, and a detachment of the guards. This armament arrived safely in America; and the first service in which the Commodore seems to have been engaged, was that of superintending the disembarkation of the army, under General Howe, on Long Island. About this time the Commodore shifted his pendant into the Phœnix, of 44 guns,

and was principally occupied in the manner we have just stated, in forwarding the operations of the army; whenever circumstances allowed the fleet to assist the land forces. If the nature of the service did not afford him those opportunities of distinguishing himself, which he was afterwards so fortunate as to obtain, his activity, vigilance, and resolution, in the discharge of his duty, procured him the repeated thanks of the Commander in Chief of the army, and particularly for the great support he afforded the troops on the 12th of October 1776, when they landed on Frog's Neck, a place of considerable strength, and defended by a powerful body of Americans. "The presence of Lord Howe," says the General in his official dispatch, "the activity of Commodore Hotham, most of the Captains of the fleet, and the Naval Officers in general, were infinitely conducive to the king's service in this difficult movement."

The next service on which we find him engaged, was in the month of December in the same year, to cover the expedition against Rhode Island, on which occasion he received from Sir Peter Parker, under whose command he was then employed, a repetition of those encomiums, which had been so deservedly paid him by General Howe. After the expedition against Rhode Island, the Commodore was ordered to cruise to the southward of the Chesapeak, on which station he captured two large vessels, one of them laden with tobacco, the other a ship from Nantz, with arms and ammunition for the use of the American insurgents. The Commodore continued cruising off the Delaware and Chesapeak, for the purpose of distressing the American commerce, and to prevent supplies of warlike stores arriving from Europe, till the expedition projected against Philadelphia demanding Lord Howe's presence in that quarter, Mr. Hotham was ordered by his Lordship to quit his station, to take the command of the naval force at New York, during his absence. The theatre of war being at this time removed in a great measure from New York to the southern provinces of

America, nothing very particular occurred in the quarter where the Commodore was employed. On the 6th of October 1777 the Commodore sailed up the north river with a squadron of frigates, to co-operate with a body of troops under the command of Sir Henry Clinton, in hopes of gaining Albany, and forming a junction with the army under General Burgoyne, who was then very severely pressed by superior forces. The forts of Montgomery and Clinton were carried by storm. Upon the loss of the forts, the rebels set fire to two fine new frigates, and some other vessels, which, with their artillery and stores, were all consumed. Another fort, called Constitution, was, in a day or two after, upon the approach of the combined land and naval force, set fire to, and precipitately abandoned; and a new and flourishing settlement, called Continental Village, which contained barracks for 1500 men, with considerable stores, was also destroyed.

The artillery taken in the three forts amounted to sixty-seven pieces, of different sizes. A great quantity of artillery and other stores, with ammunition and provisions, were also taken. A large boom and chain, the making of which was supposed to have cost 70,000l. and the construction of which was considered as an extraordinary proof of American labour, industry, and skill, was in part destroyed, and in part carried away. Upon the whole, this expedition, though it failed in its grand object, the relief of the army under General Burgoyne, occasioned greater losses to the Americans than any that had been undertaken from the commencement of the war. Sir Henry Clinton, in his dispatches, made mention of Mr. Hotham in the following very honourable terms:—" The Commodore has assisted me by his advice, and by every possible effort."

After this time nothing very particular took place in which Commodore Hotham was personally concerned, till the arrival of Count d'Estaing with the French squadron, off New York. The proceedings of the British fleet on this

occasion, we have given at large in our Memoirs of the noble Admiral who then commanded *. Commodore Hotham having at that time his broad pendant on board his original ship, the Preston, accompanied Lord Howe on his expedition for the intended relief of Rhode Island ; but the British squadron did not arrive at that place until the day after the French fleet had entered the harbour, when circumstances rendered the relief of the place impracticable. On the 10th of August 1778 the French fleet put to sea, and Lord Howe endeavoured to bring them to an engagement, which he probably would have effected, but a severe gale of wind dispersed the hostile squadrons as they were on the point of engaging. But though no general encounter took place, owing to the above circumstance, the Commodore greatly distinguished himself by a spirited attack on the Tonnant, a ship of 80 guns, which had lost her fore and mizen-masts in the storm, and would, in all probability, have been captured, but for the appearance of a part of the French fleet, which obliged the Commodore to consult measures for his own safety. About the same time the Languedoc, 90 guns, the Count d'Estaing's own ship, had a similar escape: she had lost all her masts, and was met in that condition by the Renown, of 50 guns, Captain Dawson, who attacked her with such resolution, as well as judgment and advantage, that no doubt could have been entertained of the event, if the day-light had continued. But the darkness of the night, and the freshness of the storm, whose violence was not yet quite allayed, compelled Captain Dawson to cease from his attack, after he had poured several broadsides close into her, and had, besides other apparent damage, shot away her rudder. He, however, lay-to, as closely as possible, for the night, intending to renew the attack in the morning, and considering her as little less than a certain prize. The appearance of six French men of war, by whom he was chased at day-light, and who were

* *Vide* Life of Earl Howe, Vol. I. page 16.

possibly led that way by the firing, put an end to Captain Dawson's hopes, and relieved the French Admiral from this very urgent distress.

On the 3d of November the Commodore sailed from Sandy Hook, with a squadron of men of war *, and sixty transports, having on board 5000 veteran troops, under the command of Major-General Grant, for the West Indies. It was somewhat remarkable that the Commodore sailed from Sandy Hook on the very day that the Count d'Estaing departed from Boston, and that the two fleets were very near each other, both steering the same course, and in parallel lines, during some part of the passage, without any knowledge on either side of their relative situation. A violent gale of wind, in which both fleets were equally involved, and the French greatly dispersed, probably saved the British convoy from the danger of encountering so unequal a force. Commodore Hotham had the good fortune and ability to keep his fleet collected, to get the start of the French Commander, and to arrive at Barbadoes without the smallest loss.

Here he joined a squadron under the command of Rear-Admiral Barrington, and the first operation undertaken by their united force was the reduction of the island of St. Lucia †. This conquest was scarcely achieved, when the French fleet, greatly superior in force to the British squadron, appeared off the island; but by the judicious manner in which the British ships were stationed, the enemy was repulsed in two desperate attacks.

* The squadron consisted of the following ships:—

Ships.	*Guns.*	*Commanders.*
Preston,	50	Commodore W. Hotham, Captain Uppleby,
St. Alban's,	64	—— Richard Onslow,
Nonsuch,	64	—— Walter Griffith,
Isis,	50	—— James Rayner,
Centurion,	50	—— Richard Braithwaite.

† For the particular and interesting proceedings of the fleet at this period, we must refer our readers to our Memoirs of the late gallant Admiral Barrington, Vol. IV. page 180.

During the whole of the year 1779 we do not find Commodore Hotham to have been employed on any other service, than that of commanding a small detached squadron off Barbadoes. On the arrival of Sir George Rodney, the latter end of March 1780, Commodore Hotham shifted his broad pendant from the Preston into the Vengeance, of 74 guns, and was stationed in the line to lead the Rear-Admiral Rowley's division, there being at that time three Flag-Officers, and a Commodore (Mr. Collingwood), senior to himself on that station. He was present at the engagement with the Count de Guichen on the 17th of April; but though distinguishedly engaged, had only one man killed, and six wounded. In the second engagement which took place between Admiral Rodney and the Count de Guichen, on the 15th of May, he had none killed or wounded; but in a third encounter, which happened on the 19th of the same month *, his ship was particularly engaged, and three men were killed, and sixteen wounded. The Commander in Chief, in his official dispatch, bestowed great praise on the Commodore; and when on the approach of the hurricane season he proceeded to America, with the greater part of the fleet, Mr. Hotham was left on the West India station, with a small force, as Commander in Chief.

On the 10th of October 1780, and the following day, the West India islands experienced one of the most dreadful hurricanes that was ever remembered. The Vengeance, on board which ship Commodore Hotham's pendant continued to fly, was lying at that time in the Careenage of St. Lucia, and moored with every necessary security against the tempest; notwithstanding which it blew with such irresistible fury, that the Vengeance was driven from her anchors, and struck with such force upon the rocks, that had not the wind fortunately shifted a few points, and at the instant cutting away her masts, she must inevitably have been lost.

* For an account of these engagements we refer our readers to the Life of Admiral Rodney, Vol I. page 337.

In the spring of the ensuing year, Commodore Hotham sailed for England, with a sixty gun ship, four frigates, and four sloops of war, under his command, as convoy to a large fleet of merchantmen, and the Dutch ships which were taken at the capture of St. Eustatia. Unfortunately this fleet fell in with a French squadron, consisting of eight sail of the line besides frigates, under the command of M. de la Mothe Piquet, who had been ordered to cruise for the express purpose of intercepting this convoy. With so very superior a force, it cannot be wondered at, that many of the merchant vessels fell into the hands of the French; but the loss on this occasion was less than might have been expected; and the Commodore manœuvred with so much judgment and discretion, that none of his Majesty's ships were captured by the enemy.

From the period of his arrival in England, the 29th of June 1781, Commodore Hotham appears to have been some-time without a command; but in the following year, when a change of Ministry took place, he was appointed to command, with his former rank, in the Channel fleet, and hoisted his broad pendant on board the Edgar, of 74 guns. In this ship he was present at the memorable relief of Gibraltar, and commanded the larboard division of the van squadron. In the partial, and on the enemy's side cautious, encounter, which took place on this occasion, six men were wounded in the Edgar. A cessation of hostilities being agreed upon soon after between the contending Powers, and a peace following, the Edgar was paid off, and Mr. Hotham of course quitted his command.

In 1785 he was one of the board of Officers appointed by Government to make a report on the Duke of Richmond's plan of fortifications; a plan which, it is scarcely necessary here to observe, it was judged inexpedient to pursue, and which met with the positive disapprobation of all the experienced Officers to whose judgment it was submitted.

A general promotion of Naval Officers taking place on the 24th of September 1787, Mr. Hotham was advanced to the rank of Rear-Admiral of the Red Squadron, but did not take upon him any command in consequence of this promotion, till the year 1790, when a rupture with Spain being apprehended, he hoisted his flag on board the Princess Royal, of 98 guns, as Commander of the rear division of the Channel fleet. The dispute with Spain being accommodated, the fleet was dismantled, and Admiral Hotham struck his flag, having on the 21st of September in the same year, been promoted to the rank of Vice-Admiral of the Blue.

On the commencement of hostilities with France Mr. Hotham was advanced to the rank of Vice-Admiral of the White Squadron, on the 1st of February 1793, and in the month of April following was appointed second in command of the fleet ordered to the Mediterranean under Lord Hood, and hoisted his flag on board the Britannia, of 110 guns. This fleet sailed from Spithead in the beginning of May; but as we have already given a very ample account of its proceedings in our Memoirs of the Commander in Chief, and in the Toulon Papers, we must refer our readers to them, to avoid unnecessary repetition *. On the 12th of April 1794, Mr. Hotham received a farther advance in rank, being promoted to be Vice-Admiral of the Red Squadron. In the month of July following he was left by Lord Hood with a detached squadron, to block up some French ships of war which had escaped from Toulon, and were driven by the British fleet into the bay of Gourjean, where they were protected from an attack by batteries on shore. Admiral Lord Hood returning to England in the month of November, the command in chief of the Mediterranean fleet devolved on Mr. Hotham; but nothing of particular moment occurred till the month of March in the following year. Early in that month the Admiral learned that a French squadron was at

* *Vide* Memoirs of Lord Hood, Vol. II. page 24. Toulon Papers, Vol. II. pages 102. 192. 288.

sea, and having gone in quest of them, he was so fortunate as to bring them to an action, the particulars of which will best appear from his official dispatch.

SIR, *Britannia, at sea, March* 16, 1795.

You will be pleased to inform their Lordships, that on the 8th instant, being then in Leghorn road, I received an express from Genoa, that the French fleet, consisting of fifteen sail of the line and three frigates, were seen two days before off the isle of Marguerite, which intelligence corresponding with a signal made from the Mozelle, then in the offing, for a fleet in the north-west quarter, I immediately caused the squadron to be unmoored, and at day-break in the following morning we put to sea, with a strong breeze from the east-north-east.

The Mozelle previously returned to me, with the information, that the fleet she had seen were steering to the southward, and supposed to be the enemy; in consequence of which I shaped my course for Corsica, lest their destination should be against that island, and dispatched the Tarleton brig to St. Fiorenzo, with orders for the Berwick to join me with all possible expedition off Cape Corse; but, in the course of the night she returned to me with the unwelcome intelligence of that ship's having been captured two days before by the enemy's fleet.

To trespass as little as possible upon their Lordships' time, I shall not enter upon a detail of our proceedings until the two squadrons got sight of each other, and the prospect opened of forcing the enemy to action, every movement which was made being directed to that object, and that alone.

Although the French ships were seen by our advanced frigates daily, yet the two squadrons did not get sight of each other until the 12th, when that of the enemy was discovered to windward.

Observing them on the morning following still in that direction, without any apparent intention of coming down, the signal was made for a general chase; in the course of which, the weather being squally, and blowing very fresh, we discovered one of their line of battle ships to be without her top-masts, which afforded to Captain Freemantle, of the Inconstant frigate (who was then far advanced on the chase), an opportunity of shewing a good proof of British enterprise, by his attacking, raking, and harrassing her until the coming up of the Agamemnon, when he was most ably seconded by Captain Nelson, who did her so much damage as to disable her from putting herself again to rights: but they were at this time so far detached from our own fleet, that they were obliged to quit her, as other ships of the

enemy were coming to her assistance, by one of which she was soon afterwards taken in tow.

Finding that our heavy ships did not gain on the enemy during the chase, I made the signal for the squadron to form upon the larboard line of bearing, in which order we continued during the night.

At day-light next morning, the 14th, being about six or seven leagues to the south-west of Genoa, we observed the enemy's disabled ship, with the one that had her in tow, to be so far to leeward, and separated from her own squadron, as to afford a probable chance of our cutting them off. The opportunity was not lost; all sail was made to effect that purpose, which reduced the enemy to the alternative of abandoning those ships, or coming to battle.

Although the latter did not appear to be their choice, they yet came down (on the contrary tack to which we were), with the view of supporting; but the Captain and the Bedford, whose signals were made to attack the enemy's disabled ship and her companion, were so far advanced, and so closely supported by the other ships of our van, as to cut them off effectually from any assistance that could be given them; the conflict ended in the enemy's abandoning them, and firing upon our line as they passed with a light air of wind.

The two ships that fell proved to be the Ca-Ira (formerly the Couronne), of 80 guns, and the Censeur, of 74 guns.

Our van ships suffered so much by this attack, particularly the Illustrious and Courageux (having each lost their main and mizen-masts), that it became impossible for any thing further to be effected.

I have, however, good reason to hope, from the enemy's steering to the westward, after having passed our fleet, that, whatever might have been their design, their intentions are for the present frustrated.

The French fleet were loaded with troops; the Ca-Ira having 1300 men on board, and the Censeur 1000, of whom, by their obstinate defence, they lost, in killed and wounded, between 300 and 400 men.

The efforts of our squadron to second my wishes for an immediate and effectual attack upon the enemy, were so spirited and unanimous, that I feel particular satisfaction in offering to their Lordships my cordial commendation of all ranks collectively. It is difficult to specify particular desert, where emulation was common to all, and zeal for his Majesty's service the general description of the fleet.

It is, however, an act of justice to express the sense I entertain of the services of Captain Holloway, of the Britannia. During a long friendship with that Officer, I have had repeated proofs of his personal and professional talents; and on this recent demand for experience and information, his zeal afforded me the most beneficial and satisfactory assistance.

Herewith I transmit a list of the killed and wounded on board the different ships of the squadron, and have to lament the loss of Captain Littlejohn, of the Berwick, who (I understand from some of her men that were retaken in the Ca-Ira,) was unfortunately killed the morning of the ship's being captured; by which misfortune his Majesty has lost a most valuable and experienced Officer; and I have only to add, that he has left a widow and four small children.

I am, Sir, &c.

W. HOTHAM.

A List of the British and French Fleets in the action in the Mediterranean, on the 14th of March 1795.

BRITISH ORDER OF BATTLE.

Van Squadron, under the Commander in the Second Post.

Starboard or Weather Division.—Vice-Admiral Goodall.

Ships.	Guns.	Men.	Commanders.	Killed.	Wound.
Captain,	74	590	Capt. Samuel Reeve,	3	19
Bedford,	74	590	—— Davidge Gould,	7	18
Tancredi,	74	600	—— Chev. Caraccioli,	1	5
Princess Royal,	98	760	S. E. Goodall, Esq. Vice-Adm. of the White, Capt. I. C. Purvis,	3	8
Agamemnon,	64	491	—— Horatio Nelson,		13

Centre Squadron—under the Commander in Chief.

Vice Admiral Hotham, and Rear-Admiral Linzee.

Ships.	Guns.	Men.	Commanders.	Killed.	Wound.
Illustrious,	74	590	Capt. T. L Frederick,	20	70
Courageux,	74	640	—— A. Montgomery,	15	33
Britannia,	110	859	W. Hotham, Esq. Vice-Admiral of the Red, Capt. John Holloway,	1	18
Egmont,	74	590	—— I. Sutton,	7	21
Windsor Castle,	98	755	Rob. Linzee, Esq. Rear-Admiral of the Red, Capt. John Gore,	6	31

Rear Squadron—under the Commander in the Third Post.

Larboard or Lee Division.—Vice-Admiral Sir Hyde Parker.

Ships.	Guns.	Men.	Commanders.	Killed.	Wound.
Diadem,	64	491	Capt. Charles Tyler,	3	7
St. George,	98	760	Sir H. Parker, Knt. Vice-Admiral of the Blue, Capt. Thomas Foley,	4	13
Terrible,	74	590	George Campbell,		6
Fortitude,	74	590	Wm. Young,	1	4

The French fleet consistsed of one ship of 120 guns, three of 80, eleven of 74, two of 40, two of 32, one of 20, and one of 18. The number of men on board the English line was 8896; that of the whole of the French fleet 18,240. The unanimous thanks of both Houses of Parliament were voted to Vice-Admiral Hotham for his conduct on this occasion, and at the same time he was advanced to be Admiral of the Blue.

Nothing material took place on the Mediterranean station after this time, till the month of July, when the French fleet having again ventured to sea, and chased into St. Fiorenzo Bay, on the 7th, a small squadron under the command of Commodore Nelson, which had been dispatched by the Admiral on a cruise three days before, the British fleet, as soon as they could get ready for sea, sailed in pursuit of them, but did not get sight of the enemy till the 13th, when an indecisive encounter took place, the nature of which will best be explained by the following extract from the Admiral's dispatch to the Secretary of the Admiralty:—

You will be pleased to inform their Lordships, that I dispatched on the 4th instant, from St. Fiorenzo, the ships named in the margin *, under the orders of Captain Nelson, whom I directed to call off Genoa for the Inconstant and Southampton frigates that were lying there, and to take them with him, if, from the intelligence he might there obtain, he should find it necessary.

On the morning of the 7th, I was much surprised to learn that the above squadron was seen in the offing, returning into port, pursued by the enemy's fleet, which, by General de Vin's letter (the latest account I had received), I had reason to suppose were certainly at Toulon.

Immediately on the enemy's appearance, I made every preparation to put to sea after them; and, notwithstanding the unpleasant predicament we were in, most of the ships being in the midst of watering and refitting, I was yet enabled, by the zeal and extraordinary exertions of the Officers and men, to get the whole of the fleet under weigh that night, as soon as the land wind permitted us to move; from which we neither saw nor heard any thing of the enemy till the

* Agamemnon, Meleagar, Ariadne, Mozelle, Mutine cutter.

12th, when being to the eastward, and within sight of the Hieres Islands, two vessels were spoken with by Captain Hotham, of the Cyclops, and Captain Boys, of la Fleche, who acquainted them, that they had seen the French fleet not many hours before, to the southward of those islands: upon which information I made the signal before night to prepare for battle, as an indication to our fleet that an enemy was near.

Yesterday, at day break, we discovered them to leeward of us, on the larboard tack, consisting of twenty-three sail, seventeen of which proved to be of the line. The wind at this time blew very hard from the W. N. W. attended with a heavy swell, and six of our ships had to bend main-top-sails, in the room of those that were split by the gale, in the course of the night.

I caused the fleet, however, to be formed with all possible expedition, on the larboard line of bearing, carrying all sail possible to preserve that order, and to keep the wind of the enemy, in hopes of cutting them off from the land, from which we were only five leagues distant.

At eight o'clock, finding they had no other view than that of endeavouring to get from us, I made the signal for a general chase, and for the ships to take suitable stations for their mutual support, and to engage the enemy as arriving up with them, in succession; but the baffling winds and vexatious calms, which render every naval operation in this country doubtful, soon afterwards took place, and allowed only a few of our van ships to get up with the enemy's rear about noon, which they attacked so warmly, that, in the course of an hour after, we had the satisfaction to find one of their sternmost ships viz. l'Alcide, of 74 guns, had struck; the rest of their fleet, favoured by a shift of wind to the eastward (that placed them now to windward of us), had got so far into Frejus Bay, whilst the major part of ours was becalmed in the offing, that it became impossible for any thing farther to be effected; and those of our ships which were engaged, had approached so near to the shore, that I judged it proper to call them off by the signal.

If the result of the day has not been so completely satisfactory as the commencement promised, it is my duty to state, that no exertions could be more unanimous than those of the fleet under my command; and it would be injustice to the general merit of all, to select individual instances of commendation, had not superiority of sailing placed some of the ships in an advanced situation, of which they availed themselves in the most distinguished and honourable manner; and amongst the number was the Victory, having Rear-Admiral Mann on board, who had shifted his flag to that ship upon this occasion.

I am sorry to say, that the Alcide, about half an hour after she had struck, by some accident caught fire in her fore-top, before she was taken possession of, and the flames spread with such rapidity that the whole ship was soon in a blaze; several boats from the fleet were dispatched as quickly as possible, to rescue as many of her people as they could save from the destruction that awaited them, and three hundred of them were in consequence preserved, when the ship blew up with the most awful and tremendous explosion, and between three and four hundred people are supposed to have perished.

Had we fortunately fallen in with the enemy any distance from the land, I flatter myself we should have given a decisive blow to their naval force in those seas; and although the advantage of yesterday may not appear to be of any great moment, yet I hope it will have served as a check upon their present operations, be they what they may.

The loss sustained by the British ships in this encounter amounted to ten killed, and twenty four wounded. Towards the close of the year Admiral Hotham resigned the command of the Mediterranean fleet, and returned to England. On the 7th of March 1797, in reward of his long and meritorious services, the Admiral was raised to the dignity of a Peer of Ireland, by the title of Baron Hotham; and on the 14th of February 1799, he was promoted to the rank of Admiral of the White Squadron, but has not taken upon him any command. His Lordship is the descendant of an ancient and respectable family in Yorkshire; and some of his near relations have distinguished themselves at the bar, and in the army.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

AT a time when the island of Malta occupies so much of the public attention, the following project of the late Prince Potemkin's, of purchasing the islands of Lampedosa and Linosa, in the Mediterranean, and converting them into naval stations, is not undeserving of consideration. What would have been of use to Russia would

equally be useful to Great Britain; and it must be observed, that the plan was agitated at a time when it was doubtful whether the King of Naples would admit the Russian fleet into his ports; it, therefore, was necessary for the Russian Ministry to look for some secure harbours in the Mediterranean, where their ships could be sheltered; and it was proposed to establish an order of knighthood, similar to that of Malta, for Russians and Greeks; but proofs of ancient nobility were not to be required. The plan was laid aside on the King of Naples consenting to receive the Russian fleet into his ports in Sicily. Yours, &c.

T. M.

DESCRIPTION OF THE ISLAND OF LAMPEDOSA.

THIS island is in Africa, in 35 deg. and 30 min. latitude; it is about twelve miles long, and from five to eight broad; it is flat, exceedingly fertile, and has plenty of water. The sea on the south is not very deep, and a vessel may anchor at a considerable distance from land: to the north it is deep all round, and the shore very bold. There is a rock a league from the W. S. W. point, but it is easily known, and may be marked; a ship may sail safely between it and the land. Three leagues off there is a high, great, round rock in the sea, which is a good mark. To the south there is an exceeding fine bay, where vessels may anchor from fifteen to eighteen fathoms water, shut in from all winds except the south and south-west: the bottom is a soft sand. There is a great abundance of fish in this bay.

The shore may be easily defended all round by forts and entrenchments. At the bottom of the bay is a creek, which is capable of being made a very fine harbour, and at a small expence, nature having already done the greatest part of the work. The entrance is from the S. S. W. There is fifteen fathoms water at its mouth, ten in the middle, which gradually decreases to six, and at the extremity there is only one fathom. To the left, half way up the creek, there is a point which projects half-way across it, behind which small vessels may anchor with safety, when the wind blows strong directly into the harbour, at which time there is a great swell in other parts of it. To the left, from the entrance, to the part where there is ten fathoms water, there is a shallow bay, land-locked, in which there is only three to five feet water, with a soft sandy bottom: this bay may be shut up with a temporary wall, and the bay sunk to any depth, at a small expence, and continued a great way into the island, so as to

form a large port for ships of any draught of water, the land being but a little above the surface of the water, and of a proper kind to admit of digging. Docks may also be formed by simply excavating the earth. The surface of this bay is never more than ruffled by the most violent gales of wind.

The entrance of the creek or port is ninety fathoms broad, and half a mile in length; the right hand shore is a rock, and near it is a hill of stone with a church on it: this being fortified, would defend the harbour and command the land.

Vessels may anchor in the bay all the summer; and in the winter, when too violent a storm comes on from the south or south-west, they may go to the north, round the island, and keep in as close under shore as they please; when the wind has changed, they may safely run in; they may also bear away for Linosa, about twenty miles distant, and which lies directly in the direction these winds blow. The coast of Linosa is so bold that ships may fasten on shore: large vessels are, however, not more exposed at Lampedosa than in the road of Leghorn.

There are only ten or fifteen inhabitants on the island: they are Maltese: one of them is a priest, and they have a passport of protection from France. The Barbary cruisers go often into this port as well as the Maltese vessels, and ships which come from Turkey with the plague on board, till the sickness has ceased, when they return to Turkey, and thus save their ships and cargoes from being burnt, which would be the case were they to go into any harbour where there is a quarantine.

The situation of Lampedosa is the most advantageous possible: it is 100 miles from Susa in Barbary, from Giorgenti in Sicily, and the great port of Malta; 600 from Toulon, from Algiers, and the entrance into the Archipelago; from Gibraltar, Alexandria, and Constantinople, 950; and from Tripoli, Tunis, and the south point of Sicily, 160 miles.

Advantages to Russia in possessing this Island.

It is the best situation of any in the Mediterranean; in that respect it has all the advantages of Malta for the station of a fleet in time of peace or war; Leghorn is quite out of the way, every thing is exceedingly dear there, and the motions of the fleet are almost immediately known in Italy and France. It is farther from France than from the Archipelago, and is in the passage of all vessels that go to or come from the Levant.

In time of war, if the island should be in danger of an invasion, or of being attacked by a superior fleet, the vessels stationed there may retire to Malta or Sicily, &c.; however, a fleet drawn up near the shore may be protected by the land batteries.

It is the best station for protecting trade. Vessels coming either from the Straits of Gibraltar or from the Levant, may be met by frigates, this island being in the middle way. Magazines of naval stores may be formed here from the Black Sea, instead of purchasing them at enormous prices in Italy, in war time.

Provisions will be produced in the island; but, till that is the case, they may be had from Sicily or the coast of Barbary, even in time of war, as Malta is supplied thence, and more than two-thirds of the cost at Leghorn saved.

The Barbary Powers will be kept in great awe by its vicinity, and prevented from ever daring to commit hostilities against Russia. Their ports may be blocked up. If Malta would cruise *seriously* against these States, in conjunction with Russia, the Algerine cruisers could never pass beyond these islands, and Tunis and Tripoli may be continually blocked up. It is also the best situation for an emporium for Russian products brought from the Black Sea, for supplying the Mediterranean, and for collecting articles of return.

A lazaretto must be built, and thereby the expences of quarantine will be saved to Russia.

Maxims of Government to be observed.

A colony and a province of the empire are to be governed by opposite maxims.

1. The colony must manufacture nothing that can be manufactured in Russia, not even the raw products of the colony.

2. The colony must produce only raw articles, which Russia does not produce, or such as Russia is in need of, or its vessels.

3. The colony must take from Russia every thing it wants, if Russia can furnish them.

4. The colony must trade with no other country. Russia must receive its products, and either consume them or send them to other nations, and must reap the advantage of exportation and navigation.

5. The inhabitants must be drawn as much as possible from other countries, not to diminish the population of the mother country.

6. The colony must be distant enough from the mother country to become a nursery for seamen, but not so far off as that the voyage may injure their health. Its climate must be healthy, that its advantages may not be counterbalanced by the loss of those of the mother country who visit it. It must be a different climate from the mother country, or these maxims will be oppressive.

Laws for the Colony.

In establishing the Government, regard must be had to the genius, customs, and morals of the neighbouring Christian nations.

1. No duty whatever shall be paid, neither on importation nor exportation of any kinds of merchandise. Duty is to be paid in the Russian ports as now, or with such diminutions as shall be judged necessary.

2. It is prohibited to make use of, or have, any instrument of iron, brass, &c. or any cloth, linen, or sail-cloth, not made or imported from Russia; with the exception of silk or other merchandise not produced or manufactured in Russia, which may be had from the neighbouring countries, of which a list shall be made.

3. No foreign vessel (except in time of war, and by stress of weather,) shall be permitted to enter the port, except it be empty of all kinds of merchandise; and then it shall have no communication with the colonists till after it has been visited. Vessels loaded, in need of assistance, shall receive it; but they shall be considered as in quarantine as long as they stay. Passengers, after the quarantine has been performed, according to the place they came from, may land with their baggage, but not with merchandise.

4. Foreigners may purchase merchandise in the island, except the products of the islands, and export them in their own vessels, which arrived empty.

5. Foreigners or Russians may import into Lampedosa merchandise from Russia or elsewhere, only in Russian vessels.

6. Only Russian vessels may export products to Russia. The cargo unloaded in Russia must correspond to the note of the cargo given by the Government of the island, and they must not carry it elsewhere, nor sell any to pay charges in ports they may by distress put into, but they may mortgage the produce of the sale in Russia.

7. The products of the island must be registered before the harvest, or the bringing them into warehouses from the fields.

8. Any person, of whatever nation or religion, may become an inhabitant of the island, and leave it when he thinks proper; but his residence in it shall not give him a right to have the Russian flag for a vessel, large or small.

9. Every individual who shall be possessed of a house, or land cultivated, to the value of 500 roubles, shall be entitled to have the Russian flag for one vessel of forty tons; if he possess a house or land to the value of 1000 roubles, one of eighty tons; and for larger possessions, one or more vessels in the same proportion. Who lends his name to others shall forfeit the value, and the borrower shall forfeit the vessel. Property which gives a right to have the flag, shall not be sold before the passports of the vessels have been delivered up to the Government, and the vessels return to the port of the island. No proprietor of a vessel is obliged to go himself to sea with his vessel.

OBSERVATIONS ON

THE IMPORTANCE OF A STRICT ADHERENCE TO THE NAVIGATION LAWS* OF GREAT BRITAIN.

IT is the fate of Great Britain, a fate peculiarly her own, to depend upon her navy and her commerce for a continuance of the superiority she enjoys over the other nations of Europe. This truth has frequently influenced the deliberations of her legislators from an early period of her history; and to appreciate its influence, we have only to regard the unremitting attention that has been paid to the establishment and security of her maritime rights, from the moment their value was felt, up to the present hour; an hour in which those rights, as they have derived from various causes unprecedented importance, demand at our hands unprecedented care. This attention to the grand source of our wealth and glory has been rendered worthy of the wisdom that bestowed it; it has not evaporated in empty eulogiums; it has been embodied and concentrated in statutes enacted by successive Parliaments, that have at length formed themselves into a system of navigation laws, which, if its operations are not counteracted by unforeseen circumstances, must continue to produce, as it has hitherto done, an unfailing source of wealth and glory.

In its progress towards its present solidity, for the course of near five centuries, and amidst numberless subordinate regulations, it has been the undeviating aim of the wise framers of this system, to render the commerce of the country the medium of the increase of its shipping; and therefore, except where policy or necessity have compelled a contrary conduct, considerations of temporary advantage have sometimes been made to yield to the less dazzling, but more permanent acquisition of naval power. To effect this salutary end, the various acts above alluded to have been framed and worded with great consideration and care, for the purpose of confining certain portions of our trade with foreign countries, and the whole of our coasting and plantation trade, to British built ships alone, and securing to such ships, commanded and three-fourths manned with British subjects,

* To such of our Naval Readers as are not in possession of a work lately published, entitled SPIRIT OF MARINE LAW, by J. I. MAXWELL, we recommend them to procure the same, as it contains a copious abstract of all the NAVIGATION LAWS, and in our opinion is a work that every Officer in the Navy and the Merchants' Service, should have by him. This useful book may be had of the publisher of the NAVAL CHRONICLE.

certain advantages, in which the vessels of foreigners could not, and ought not, to participate.

So early as the reign of Richard II. at a time when our shipping and commerce were in their infancy, the advantages, not to say the necessity, of such a system, presented themselves so strongly to our ancestors, that in the fifth year of his reign an act of Parliament was passed, by which it was ordained, that no merchandise should be shipped into, or out of the realm, but in British ships, upon pain of forfeiture. This act was recognized, and its provisions enforced, by other acts of Parliament in aftertimes, during the reigns of Henry the Seventh and Henry the Eighth; and in the reign of Queen Elizabeth an act of Parliament passed, which, although in words it repealed the statute of Richard the Second, was in the same spirit, and calculated to produce the same effects. But in process of time, and as the country began to discern with more clearness the policy of regulations that naturally tended to awaken the industry, and increase the wealth of its inhabitants, the desire to secure their observance, and extend their influence, became proportionally powerful, till at length, in the year 1651, an act was passed, which expressly prohibited all ships of foreign nations from trading with England, or with any English plantations; and no goods were suffered to be imported into England, or any of its dependencies, in any other than English bottoms, or in the ships of that European nation of which the merchandise imported was the genuine growth or manufacture.

The statute of the 12th of Charles II. chap. 18. corroborates, if, after the experience we have had, any thing were wanting to corroborate the wisdom of the principle in which the act of 1651, and the preceding navigation acts, were founded; for by this act, which was passed soon after the Restoration, not only were the provisions of the act of 1651 continued (with some alterations as to the European trade), but a farther provision made, that the master and three-fourths of the mariners should also be English subjects, under forfeiture of the ship, and of all goods imported or exported therein.

During the succeeding reigns, up to the time of passing the 26th of his present Majesty, commonly called Lord Liverpool's Act, the spirit of commerce continued to rise, and with it the concomitant conviction, that to continue and secure the advantages granted by preceding statutes to British built ships and their owners, in the carrying on the commerce of this country, was the only method by which Great Britain could long remain in the possession of that proud pre-eminence which distinguishes her as a maritime nation: the act, therefore, of the seventh and eighth of William the Third, and others, that cannot here be particularized, were all in various ways conducive

to the confirmation of the exclusive rights of British owners, and the privileges of British built ships.

Experience has shewn the correctness and importance of the views of those, who from time to time have supported this system of navigation laws, which it is so much the interest of British owners to uphold. The act of the 26th of his present Majesty, and many other statutes, clearly demonstrate the anxiety of the country to guard this system, by a steady adherence to which we have been enabled, during the most arduous contest in which this country was ever engaged, to triumph over all the naval powers of Europe; and to the continuance of which alone we can look for the security and fruits of that triumph. " After this experience," says an able writer on this system of navigation laws, " no one can doubt but that it is the real interest of Great Britain to give her principal attention to maritime affairs, to carry on her own trade in her own ships directly to all parts of the world, and to encourage her fisheries in every sea. From these sources she may always hope to obtain a naval force adequate to guard her shores from hostile invasion, and to secure her domestic felicity, both public and private, firm and unshaken as the foundations of the island.

ILLUSTRATIONS OF NAVAL HISTORY.

STRATAGEMS TO BE USED AT SEA.

[*From Sir* WILLIAM MONSON'S *Naval Tracts.*]

(Continued from Page 309.)

52. IN the forty-eighth stratagem I have showed how necessary it is to get intelligence of an enemy, and how to obtain it, as you shall there find, for that part of Spain and Portugal I spoke of; so likewise you shall read in my first book, how to compass intelligence of the south part of Spain, as, namely, St. Lucia and Cadiz, by example of a precedent of my own: as also in the same book, I refer you to the way how to procure intelligence at the Tercera Islands, to which book I refer you, for brevity.

53. When the Queen lived, she was inclined to hearken to a project of mine for the taking and inhabiting the castle de la Mina, in Guinea, many years possessed by the Portuguese; and for defence whereof they relied chiefly upon the number of negroes in whose country Mina is seated; and to endear the negroes the more to them, and to exasperate them against the enemies, they made them believe, that what war soever they have against others, is in their defence against those who seek to slay them, and to possess their country.

But to meet with this project, I devised to carry a number of negroes out of England, that could speak their language, and were able to report the difference betwixt the Portuguese usage of them and ours: for in Portugal they sell their negroes in open market for slaves, as we do horses, which they know we do not; by which means we shall be able to disappoint their designs.

54. The Marquis of Santa Cruz, when he took the Tercera Islands, made offer of landing at the city of Angra, and finding the island had drawn all their forces together to withstand him in that place, he instantly winded his gallies about, and rowed five leagues to the eastward of it, and landed were he found no resistance. The same did my Lord of Essex at the island of St. Michael, who pointed to land at Porto de Gallo, but left that resolution, and went with his boats to Villa Franca, which he took easily, all their forces being drawn to Porto de Gallo.

55. Naming Villa Franca, I will say something that happened to me eighteen years before this I have spoken of, rather to make you laugh than for seriousness sake, and yet I place it among the stratagems; and this it was:—You must know, that notwithstanding the wars with England and Spain, some of those islands connived at the trade betwixt them and the English ships, which went under the name and colour of Scots; it chanced that one evening I came into the road of Villa Franca, but without the command of the castle, attending the darkness of the night to go on board an English ship there riding, to avoid suspicion of being seen from the shore: upon my boarding of the same ship, I was carried by the master to banquet in his cabin; his company that were on board espied a boat rowing from the shore, and brought us news of it, being in the cabin, which put the master to a deadly fear, for my being discovered would have proved his undoing. I comforted him, and willed him to follow my directions, and he should escape any such danger. I desired him to go out of the cabin, and leave me there, and to say what I should bid him. The boat came to the ship's side, and told the master, that the strange ship that rid not far from him was an English rover, and willed him to be careful; for that night it was thought he would surprise her. I willed the master to tell them, that he suspected as much, and stood upon his guard, but feared that the ship had descried their boat coming off from the shore, and it was likely they would intercept their boat in their return to land, and advised them, as they loved their liberty, to hasten away. This put the Portuguese in such a fear, that suddenly, without speaking one word more, they put off their boat without entering into the ship; which made us laugh heartily, and was a good addition to our supper.

56. In the year 1600, there was a complaint made by the inhabitants of the Cinque Ports, that the French encroached upon their fishing at sea, a rocky ground five leagues south from Rye, which place serves all London with choice fish; whereupon I was sent down to redress this disorder, and made use of the stratagem following, because if I had discovered myself with my ship, the French would have fled; therefore I manned the English fisher-boats with my own company, and gave them order, as I should pass by with my own ship and shoot a piece of ordnance, to board the French and possess them; which they did; and by means thereof the Cinque Ports enjoyed their ancient privilege.

57. A ship, and by consequence he that is employed in her, may be deceived by touching the needle in the manner following:— a ship going her coast to the point she is bound, may be deceived in touching the north point south with a loadstone, which is contrary to the place she is going to, and may, perhaps, carry her upon some shoals and rocks, that in a right course there is no cause to fear.

58. In the voyage with my Lord of Lindsey, in 1635, we sent over a fishing-boat to Brest, Baltour Bay, and other places upon that coast, to spy and view the state of the French and Holland fleet, which we knew was thither retired; but with such instructions as we knew the French could not suspect it; and that they might see we had great confidence in them, and to receive advertisement from them, we pretended the cause of our employing the boat was to look for certain Turkish pirates, who we supposed hovered about their coast. The boat returned with a true relation, as we after found, which gave us good satisfaction.

59. Not long after my being taken by the gallies in Spain, if I had not been by accident prevented, I had escaped the imprisonment I endured for many months in the said gallies at Cascais and Lisbon, which was most grievous to me, by this stratagem following:— Whilst we rid in the harbour of Lisbon, there came aboard the galley where I was, a master of a ship of Holland, who spoke good English: this man came from Brazil; for at that time the Portuguese freighted Holland ships in most of their long voyages, though they pretended to be at war one with another. This Hollander pitying my case, wished me privately aboard his ship, promising to conceal and hide me that I should not be found; besides his word, I took his protestation and vow to perform his promise, if I could devise to escape out of the galley. Whereupon I was not idle to devise an escape, and writ a letter with my own hand, directed to the rest of my company then prisoners with me, declaring that my captivity was so hard, that I could no longer endure it, but chose rather to end

my life by drowning myself, and wished them to signify so much to my friends in England; and one night, when all was whist and silent in the galley, I intended secretly to escape, by stealing into the ladder of the galley at the tide of ebb, and to convey myself into the water without noise, or moving either hand or foot, till I was brought clear off the galley's view, and then to swim on board the Holland ship, who lay just in the wake of the galley, and in view of me; this I might easily have done without suspicion, or notice taken of me; but unluckily it fell out, that the day before I meant to put this stratagem into execution, the gallies were commanded upon some service to sea; so that before our return to Lisbon the Holland ship was gone a new voyage, and I frustrated of my hopes.

As commonly one discourse begets another, so this accident puts me in mind of some others that befel me, or that I was witness to, in the time of my imprisonment, which I have been desired by my friends to put in writing, that there may remain a remembrance of them after my death; and what I insert is neither a project nor stratagem, but only a plain narration of what I have heard and seen.

Riding in the port of Lisbon (for there is no other place for the gallies to reside upon all the coast), there was discovered to the General a practice of an Italian to draw the forçados, or galley-slaves, to take arms and rise against the soldiers, and possess themselves of the galley and men where he was, in order to recover their liberties, and dispose of the galley as they pleased. This treason being examined, the Italian confessed it; and for his reward his two arms were made fast to the stern of two gallies, and his two legs to two others, and he was quartered by the rowing of the gallies. If this Italian had had the wit of an Italian, he would not thus have played the fool; for he might well know, where so many men were to be trusted as are in a galley, it could not choose but be revealed. The slaves consisting of so many nations, and the trespasses being so different, some condemned for life, others for years, more or less; and any one revealing it, was able to purchase his own liberty and reward. Or, suppose they had prevailed in their design, the rest of the gallies had been able to have mastered them; or if not, they had been destitute of victuals to sustain them, not having so much as water; for every second day they used to fetch their water from the shore; or though all those I have spoken of had been no impediment to them, yet there had been no place to have fled to but some port of France, no nearer them than seven or eight hundred miles.

The next accident I take notice of, was in the same port of Lisbon, and in the same gallies that happened to the Captain of the Vice-Admiral, a churlish and ill-natured man, as myself had some

occasion to say; for after my being taken prisoner I found him discourteous and uncivil towards me; for, without leave, knowledge, or warning to my page that served me, nor permission to see me, he sent him to the farthest part of all Spain, intending he should never return more into his country; though after he failed of his purpose, by means of an Englishman that lived thereabouts, whither he was sent; and understanding this accident of his coming thither, and that he had been my servant, whose name and friends he well knew, though he was unacquainted with me; yet, at my request by letter, when I heard of the condition of the man, most courteously he procured means, and obtained liberty and licence for my servant to return to me, and of his own accord furnished him with money sufficient for his journey, who arrived safe, and continued to do me service during the time of my imprisonment; whom I after preferred to be a Captain in the service against the Spaniards.

This ill-conditioned Spanish Captain after tasted a just reward for his ill disposition; for as it is the use of Captains of gallies to make choice of some Moor or Turk to attend them in their cabins, as people more neat and officious than Christians, and more obsequious and desirous to please than their own natural countrymen; out of these supposed reasons the Captain made choice of one of them, a Turk in religion, and most consonant to his humour, as he conceived. It happened, that as this Moor exceeded in diligence, so it increased his credit and trust with his Captain, who sending him one day ashore to wash his linen (for some of the Moors exceed women in that employ), he carried with him one hundred crowns of his Captain's, which he had in charge among other money and plate; this Moor was enticed by other company to play, where he made a short end of his hundred crowns.

After sometime his theft was discovered by his Captain, who was so enraged, having no means to recover his loss, that he returned him to his oar and painful bank in the galley, where he remained in his former slavery. But this was not revenge sufficient to please the Captain, but he ordered him a cruel punishment usually inflicted upon offenders, laying them flat over the *cruzea*, where he was unmercifully beaten with a bull's pizzle, till he was made unable either to stand or sit, or to do the King's work; nor was the Captain willing he should do him service till time had overcome his passion; but then finding a great want of his attendance, he once more delivered him out of his chains, and accepted of his service as he was wont, and so he passed sometime as he was formerly wont to do.

But the Moor carried a cankered revengeful heart against his Captain, which he craftily dissembled, not giving any kind of suspicion

till he had found a way and opportunity to compass it, which was in this manner:

At his usual hour in the morning, he repaired to get up his Captain, but provided all things for this purpose; at first, a cross-bar to keep down the scuttle; and being below, he provided himself with powder, fire, match, and other necessaries, which he placed in the outward room, and suddenly rushed into his Captain's cabin with a naked dagger in his hand, to whom he gave eight stabs, making an account he had slain him; but hearing a noise without, he left the Captain, and betook himself to a gentleman who cried out help; which being done, he put the match to the train he had prepared, and set the galley on fire, which he leaped into, and burnt himself to ashes; but by the help of the other gallies that rid near her, they suddenly boarded her, saved all her slaves, and the Captain, who was not quite dead; but what else was in her was all consumed. A rare example of revenge in a heathen to a Christian! and though the Captain and he differed in religion, yet not much in condition and perverse natures.

This Captain was after questioned as the author of the destruction of the King's galley, by the ill usage of this slave; and had it not been for the General's sake, Don Francisco de Coloma, brother to Don Carlo Coloma, who was after Ambassador into England in King James and King Charles's time, he had deeply smarted for it.

Misfortunes thus left not the Captain, but still attended him, as a thing fatal to his ill nature; for after the recovery of his hurts, and restitution of his command, he was once more rifled and robbed by another Moor he entertained in the place of his other servant. This Moor was enticed by two Spanish soldiers to commit the theft; and after it was done, he and the soldiers passed over the river without interruption, and kept company together till they arrived upon a spacious great hill, where the soldiers, finding a good opportunity for their purpose, slew the Moor, possessed the money, and escaped themselves, so that they were never heard of more whilst I was in Spain.

NAVAL ANECDOTES, COMMERCIAL HINTS, RECOLLECTIONS, &c.

NANTES IN GURGITE VASTO.

WOOD OIL.

IT is now pretty generally known that wood oil is of a very combustible nature; and as it is frequently used on board ship, we publish the following circumstances, which occurred on board the ship Ajax, on her passage from Calcutta to Cannanore, as a caution

against the evil effects of not properly securing it :—" While off the island of Ceylon, during three days there was a very uncommon smell of oil in the fore part of the ship, close to the lazaretto ; and, towards the close of the third day, fire was also smelt : in this alarming situation the strictest search was made, to discover from whence it arose ; and upon removing some gunny-bags that were stowed close to the lazaretto, it was found that those which were undermost were on fire, and, upon being exposed to air, burst out into a flame. After a close examination into the cause, it appeared that a dubber of wood oil, which stood near the place, had leaked ; and the oil running under the gunnies, those in the centre had taken fire, and would in all probability have destroyed the ship, had not the smell providentially caused the discovery.

ANECDOTE OF A NAVAL LORD.

[*From* EDGEWORTH's *Essay on Irish Bulls.*]

AT the close of the American war, as a noble Lord of high naval character, was returning home to his family after various escapes from danger, he was detained a day at Holyhead by contrary winds. Reading in a summer-house, he heard the well-known sound of bullets whistling near him ; he looked about, and found that two balls had just passed through the door close beside him ; he looked out of the window, and saw two gentlemen who were just charging their pistols again, and, as he guessed, that they had been shooting at a mark upon the door, he rushed out, and very civilly remonstrated with them on the imprudence of firing at the door of a house, without having previously examined whether any one was within side. One of them immediately answered, in a tone which proclaimed at once his disposition and his country, " Sir, I did not know you were within there, and I do not know who you are now ; but if I have given offence, I am willing," said he, holding out the ready charged pistols, " *to give you the satisfaction of a gentleman,*—take your choice."

With his usual presence of mind, the noble Lord seized hold of both the pistols, and said to his astonished countryman, " Do me the justice, Sir, to go into that summer house, shut the door, and let me have two shots at you, then we shall be upon equal terms, and I shall be quite at your service to give or receive *the satisfaction of a gentleman.*"

There was an air of drollery and of superiority in his manner, which at once struck and pleased the Hibernian. " Upon my conscience, Sir, I believe you are a very honest fellow," said he, looking him earnestly in the face, " and I've a great mind to shake hands with you.—Will you only just tell me who you are ?"

The nobleman told his name—a name dear to every Briton and every Irishman! "I beg your pardon, and that's what no man ever accused me of doing before," cried the gallant Hibernian, "and had I known who you were, I would as soon have *shot my own soul* as have fired at the door. But how could I tell who was within side?" "That is the very thing of which I complain," said his Lordship. His candid opponent admitted the justice of the complaint as soon as he understood it, and he promised never more to be guilty of such a practical bull.

NAUTICAL WIT.

A FRENCH gentleman was lately discoursing in fluent terms on the condition of the first inhabitants of the earth, who, he observed, in times prior to the arts of cultivation, must have lived upon the sponstaneous productions of the earth, *masts* and *acorns*. A jolly tar, who was present, merrily swore by G—d, that he believed his countrymen had found our British *masts* and *acorns** rather tough, and hard of digestion.

BRITISH NAVY.

NUMBER of ships composing the British Navy on the renewal of hostilities with France in May 1803.

First rates	11
Second	2
Third	146
Fourth	21
Fifth	157
Sixth	43
Sloops	129
Gun-boats	70
Fire-ships	5
Bomb Vessels	12
Cutters	12
Armed vessels, tenders, schooners, luggers, hoys, transports, hulks, &c. &c.	145
Making in the whole, of ships and vessels of different descriptions	753

Number of ships of the line, frigates, and sloops, building in the King's and merchants' yards, and included in the above account:—

Ships of the line	19
Frigates †	12
Sloops	20
Yachts	2

* The true British oak.

† Three of these are just ready to launch.

GODWIN SANDS.

THE following account of the Godwin Sands, with which sailors are well acquainted, and of which every inhabitant of this country has heard, is given in Pennant's Journey to the Isle of Wight, and is both entertaining and instructive In treating of the formation of these Sands, he adverts to the theories upon this subject:—" But," says he, " perhaps a natural solution may be as credible; we may ascribe it to the vast inundation which, A. D. 1100, overflowed part of Holland, so that the water being carried from this part of the sea rendered it so shallow, that places which might have been safely passed over before, now became full of dangerous shoals. Such was the case here: the Godwin Sands were two sub-marine hills, in ancient times unnoticed by reason of the depth. After this drainage their heads, at the ebb-tides, appeared above water, and became most dangerous to mariners; yet they have their utility—ships anchor or moor beneath their shelter, and the little they receive from the North and South Forelands, and find protection from the winds, unless in very extraordinary tempests; such was the fatal one of November 1703. It began 500 leagues from the English coast, and hurried the homeward-bound ships, which happened to be in the Atlantic, with amazing impetuosity up the Channel, and, as it were, swept the ocean, and filled every port: no ship that did not go direct before the wind could live. It passed over England, France, Germany, Sweden, Finland, Russia, and part of Tartary, and spent itself amidst the islands of ice in the Frozen Sea. I refer to a most ample relation of its dire effects by sea and land, given in the City Remembrancer, Vol. II. from page 43 to 187; its height was in the night of November the 26th, but it lasted with incredible fury fourteen days. That dreadful night was uncommonly dark, and made more hideous in many places by the quick coruscations of lightning, and the singular glare of meteors and imaginary symptoms of earthquakes, while the rolling of the thunder and the howling of the winds formed the terrific *diapason*.

" It is said that in various parts not fewer than eight thousand persons perished. Rear-Admiral Beaumont, in the Mary, a fourth rate, together with the Northumberland, Stirling Castle, and Restoration, three third rates, and one fifth, were beaten to pieces against the sands, and near 1200 gallant sailors lost to their country in the midst of a most important war.

" The Godwin Sands consist of two parts, divided in the middle by four narrow channels, about two fathoms deep; the middle, called the Swath, navigable by boats, and that only in fine weather. The sands extend ten miles along the coast north and south, verging towards the east, and from three and a half to six miles distant from the main land. They have over them at all times so little water as not to be any where passable, unless by very small vessels; but at the ebb are in many parts dry."

CORRESPONDENCE.

RULES AND REGULATIONS OF THE EAST INDIA COMPANY.

(Continued from Page 277.)

QUALIFICATIONS OF OFFICERS IN THE HON. EAST INDIA COMPANY'S SERVICE.

AT a Court of Directors, held on Wednesday, the 8th of June, 1791,

RESOLVED,

THAT the regulations of the 15th of July, 1789, respecting the qualifications of Mates for ships in the Company's service, be rescinded, and the following substituted in the room thereof, *viz.*

That any person having performed a complete voyage to and from India or China in the Company's service, in either of the stations of Chief, Second, Third, or Fourth Mate, shall be considered as again eligible to the highest station which he has been before sworn into by the Court of Directors, and allowed to be presented accordingly, without regard to his age at the time of his being so presented.

That no person, except those before mentioned, be presented for the station of Chief Mate, who shall not have attained the full age of twenty-three years, and performed one voyage to and from India or China in the Company's service, in the station of Second or Third Mate; nor

For Second Mate, who shall not have attained the full age of twenty-two years, and performed one voyage to and from India or China in the Company's service, as Third Mate; nor

For Third Mate, who shall not have attained the full age of twenty-one years, and performed three voyages to and from India or China in the Company's service; nor

For Fourth Mate, who shall not have attained the full age of twenty years, and performed two voyages to and from India or China in the Company's service; or one voyage in the Company's service, and two years in actual service in any other employ; of which last he shall produce satisfactory certificates to the Committee of Shipping.

That every person, except those proceeding in the same stations in which they have been before sworn, do produce, previous to his examination, a certificate from the parish register, or other satisfactory proof of his age.

That such gentlemen as may be presented for Commanders, and who, under any exception in these or former regulations, shall not have given in certificates of their age, when examined for Officers, be required to produce, when presented as Commanders, satisfactory documents of their being not less than twenty-five years, which is the age prescribed by order of Court of the 12th of February, 1768.

That the order of Court of the 12th of February 1768, respecting the qualifications of gentlemen intended for the command of ships in the Company's service, and the regulations now adopted respecting the qualifications for the stations of Chief, Second, Third, and Fourth Mates, be extended to the Commanders and Mates of the Company's packets, with an exception in favour of Commanders already appointed in that line of service, who shall have acted as such two voyages to and from India or China, which time shall be considered as equivalent to one voyage to and from India or China in the station of Chief or Second Mate.

WILLIAM RAMSAY, Secretary.

By order of the said Court.

AT a Court of Directors, held on Wednesday, the 8th of June, 1791,

RESOLVED,

THAT the regulations, of the 8th of June, 1791, do not extend to persons who have been sworn in as Mates before this Court previous to that date; but that they be considered as coming under the regulations of the 15th of July, 1789.

WILLIAM RAMSAY, Secretary.

By order of the said Court.

AT a Court of Directors, held on Wednesday, the 27th of July, 1799,

RESOLVED,

THAT the following regulations be established respecting the sums to be paid by passengers to and from India, on the ships in the Company's service, *viz.*

That the Commanders be not permitted to demand more than the under-mentioned sums, for the passage and accommodation at their tables, of gentlemen proceeding *to India*, at their own expence, in the following stations, *viz.*

General Officers - - -	£.250
Gentlemen of Council, or Colonels	200
Lieutenant-Colonels -	150
Majors - - -	150
Senior Merchants - -	150
Junior Merchants, and -	150
Factors - - -	150
Captains - - - -	125

That the Commanders be not permitted to demand more than the following sums for the passage and acccommodation at their tables *from India*, of Factors and Captains, who shall be certified by the Governor and Council to be under the necessity of returning to England, *viz.*

From Bengal	-	Sicca rupees,	2000
Madras,	-	Arcot rupees,	2000
Bombay,	-	Bombay rupees,	2000

And that the Commanders do, upon no account, refuse the sums here stated for the passage and accommodation of gentlemen to and from India respectively.

That the Commanders be absolutely restrained from demanding or taking more than 105l. from any Writer or Subaltern Officer, for his passage and accommodation at their tables, during the outward-bound voyage *to India.*

That the Commanders be likewise restrained from demanding or taking more than seventy pounds from any Assistant Surgeon or Cadet, who shall be accommodated at their tables during the outward-bound voyage *to India*, by the Commander's consent, or in consequence of the orders of the Court of Directors, or Committee of Shipping; and that this sum of seventy pounds be exclusive of the passage-money, which will be paid the owners by the Company for Assistant Surgeons and Cadets.

That the Commanders be allowed to receive, but upon no consideration, to exceed, the following sums, for the homeward-bound passage and accommodation *from India*, at their tables, of any Writer, Subaltern Officer, Assistant Surgeon, or Cadet, *viz.*

From Bengal,	-	Sicca rupees,	1500
Madras,	-	Arcot rupees,	1500
Bombay,	-	Bombay rupees,	1500

That in case any Commander shall, by any ways or means, directly or indirectly, either in England or in India, take or receive any further sum or sums of money, or other gratuity or satisfaction, for the passage of any Writer, Subaltern Officer, Assistant Surgeon, or Cadet, than the sums allowed by this resolution, such Commander shall forfeit

and pay to this Company, for the use of Poplar hospital, treble the sum so taken beyond the sums before mentioned; and for the purpose of making himself liable to, and securing such payment, the Commander of every ship in the Company's service shall, before he is sworn in, give bond to the Company in the penalty of one thousand pounds.

That if it should be more convenient to any Assistant Surgeon or Cadet, proceeding to India, to be accommodated in the Third Mate's mess than at the Captain's table, a sum not exceeding forty pounds be taken for such accommodation; and if the third Mate should, directly or indirectly, either demand or receive a larger sum than the above, he be fined treble the amount of the excess, for the use of Poplar hospital, and that such fine be deducted from his wages, or his account of private trade, as the Court of Directors may hereafter be pleased to direct.

That it be left, as usual, to the Assistant Surgeons and Cadets to agree for their passage on board such of the Company's ships where they can most conveniently be received; but in case of any dispute or hesitation on the part of the Commander or Third Mate, it be then settled by the Court of Directors, or the Committee of Shipping, in what ship the Cadet or Assistant Surgeon in question shall proceed; and the order for his being received on board, under the hand of the proper Officer, shall be considered as conclusive, and the Commander or Third Mate refusing obedience thereto, shall be immediately suspended the Company's service, unless he can give satisfactory reasons to the Court of Directors for such his refusal.

That in order more effectually to prevent more than the allowances aforesaid being taken from Writers, Subaltern Officers, Assistant Surgeons, and Cadets, the several sums stipulated for the outward-bound passage and accommodation of Writers and Subalterns, and for the accommodation of Assistant Surgeons and Cadets, whether the two latter shall be at the Captain's table, or in the Third Mate's mess, shall be paid by them respectively to the Paymaster of seamen's wages; and the order for the reception of any gentleman in either of those stations, on board any of the ships in the Company's service, shall not be delivered until they shall have produced the Paymaster's receipt for the amount so ordered to be paid him; and that the several allowances hereby directed to be deposited in his hands, be paid to the Commander, or to the Third Mate, or their respective agents, properly authorized to receive the same.

That every Writer, Subaltern Officer, Assistant Surgeon, and Cadet, proceeding to India, be furnished with a copy of these regulations for their information and strict compliance therewith.

And in case of any circumstances arising, not provided for in these regulations, the same shall be stated to the respective Governments in India, who shall determine in all cases of doubt or difficulty, and their orders to the Commanders must be invariably obeyed.

AT a Committee of Shipping, on Friday, the 3d of February 1797,

ORDERED,

THAT no Officer be allowed to proceed to his duty on board until such time as he shall have signed the contract for performing the voyage, and the other covenants stated therein; and shall also have signed a petition for his private trade outwards, so far as respects the amount of the tonnage, the particulars whereof must be positively delivered to the Officer in the Private Trade Branch, on or before the expiration of four days after the ship shall have arrived at Gravesend; and that in the event of any officer not complying with this order, he be excluded, agreeably to the Rules and Regulations established by the Court of Directors, on the 23d of December 1794, from shipping any part of his privilege outwards.

Rules and Regulations established by the Court of Directors of the United East India Company, for the shipping of Goods in Private Trade.

THAT such Commanders who are desirous of shipping part of their private trade indulgence, previous to their ships' arrival at Gravesend, do present to the Committee of Shipping, seven days before their respective ships coming afloat, a petition for the dead-weight articles they intend to carry; and that they do likewise present, within four days after the ships' arrival at Gravesend, a further petition for such other articles as they may be desirous of carrying in private trade.

That such Commanders who intend to ship the whole of their private trade indulgence at Gravesend, do present to the Committee of Shipping, a petition for the same, within four days after the arrival of their respective ships off that place.

That all Officers and Petty Officers who are allowed to carry out private trade, do present petitions to the Committee of Shipping, for their respective indulgence, within four days after the arrival at Gravesend of the ships to which they severally belong, or within four days after their appointments to their respective stations.

That the Commanders and Officers be permitted to present petitions for the whole of their private trade, previous to their ships coming afloat, if they should think proper.

That the Officer in the Private Trade Branch do certify upon all petitions the tonnage thereof, and that the same is within the allowance to each person respectively.

That three shipping days be allowed each ship, for goods in private trade, and necessaries for persons in India, and that the same be appointed within the period prescribed for the ship's stay at Gravesend.

That the first of the said shipping days be appointed within a week after the ship's arrival at that place, provided the number of ships there, at one time, will admit of the same being done conveniently.

That goods for not more than three ships be passed in any one day, without the express orders of the Committee of Shipping.

That public notice of the days appointed for shipping private trade, and necessaries for persons in India, on each ship, be affixed near the pay-office; and that the Commanders and Officers be required to send a nearly equal proportion of their goods on each of those days respectively.

That the tonnage of all wheel-carriages be ascertained from the most accurate estimate which can be made of the solid contents of the wheels and carriages, and that the body be taken according to the actual measurement of the case in which it shall be packed.

That wine and other liquors, in bottles, be computed at the usual rate of thirty-six dozen quarts to the ton, and in casks at 252 gallons to the ton.

That oil and other liquors in jars, or other packages (except bottles), or casks as before mentioned, be computed by the gross weight, or calculated by the measurement of the outside package, whichever shall be the greatest tonnage.

That the length, breadth, and depth of measureable goods be marked on each package.

That it be observed as an invariable rule (unless in some very particular cases, of which the Committee of Shipping shall determine), that all articles in private trade, liquors as above excepted, which with their packages weigh more than they measure, be taken by weight; and such packages as measure more than they weigh, be taken by measurement.

That the tradesmen and others do apply before two o'clock to the Officers in the Private Trade Branch, for the proper orders for shipping goods in private trade, and necessaries for persons in India, either on the shipping days, or such other days *previous* thereto, as may be more convenient.

That the Officer in the Private Trade Branch do not deliver orders for goods or necessaries for any ships *after* the shipping days appointed for such ships respectively.

That in the orders to the Company's Husband to receive goods into the Company's warehouse at Botolph wharf, the Officers in the Private Trade Branch do express particularly the length, breadth, and depth of each package.

That the Officers at Botolph wharf do not, upon any account, receive into the Company's warehouses any packages or goods in private trade, or for persons in India, without the proper order from the Officer in the Private Trade Branch.

That goods in private trade, accompanied by the proper order, be delivered at Botolph wharf (to be viewed and shipped,) on Mondays, Wednesdays, and Fridays, between eight o'clock in the morning and three in the afternoon; and that not any be received after the last mentioned hour.

That necessaries for persons in India, accompanied by the proper order, be delivered at Botolph wharf (to be viewed and shipped), on Tuesdays, Thursdays, and Saturdays, within the same hours as prescribed for private trade goods.

That the proprietors of goods in private trade, necessaries for persons in India, and passengers' baggage, be subject to all risks on the same, notwithstanding their being delivered into the charge of the Officers in the Company's service.

That the Company's Husband and his Assistant do not, upon any consideration, receive into the Company's warehouses at Botolph wharf, any goods in private trade, for the Commanders and Officers, wine, or other articles for gentlemen in India, or passengers, which are entitled to a drawback or bounty upon exportation, until the cockets for the same are delivered to them, notwithstanding orders for shipping the same may have been issued by the Officer in the Private Trade Branch.

That one of the Elders at Botolph wharf do attend on the receipt of the goods, in order to measure the several packages, and certify to the Company's Husband which articles may be shipped in consequence of their coming within the prescribed tonnage, and which should be returned, from their exceeding the limited dimensions; and that a certificate be likewise returned to the Officer in the Private Trade Branch, whether the packages are conformable to the orders.

That weighable and gruff goods, including iron-mongery, be shipped from the respective tradesmen, as usual; the separate weight of the different anchors and grapnels, the size and weights of the several species of cordage, the description of metals and other articles, being stated as minutely as possible in the orders to the Company's Husband.

That these rules respecting private trade, &c. be observed by all persons shipping goods on freight, under the act of the thirty-third

year of his present Majesty, chapter 52, so far as the same can be complied with, consistently with the regulations of Court of the 28th of August 1793.

That if the Commanders, Officers, or other persons, neglect or refuse to comply with these rules, their petitions for such of their goods not brought accordingly, shall be void, and the said goods shall not be allowed to be shipped.

East India House,
23d Dec. 1794.

WILLIAM RAMSAY, Secretary.

AT a Court of Directors, held on Saturday, the 7th of April, 1798,

RESOLVED,

THAT the Commanders of ships in the Company's service be permitted to receive, but upon no consideration to exceed, the following sums for the passage and accommodation at their tables homeward-bound, of Subaltern Officers, Assistant Surgeons, and Cadets, as may return to Europe, by order of the Government, expressly for the recovery of their health, in lieu of the sums specified by order of Court of the 26th of July 1796, *viz.*

From Bengal,	-	Sicca rupees,	1000
Madras,	-	Arcot rupees,	1000
Bombay,	-	Bombay rupees,	1000

WILLIAM RAMSAY, Secretary.

Form of an Affidavit respecting Age.

A. B., presented for Mate of the ship , in the service of the United East India Company, maketh oath, and saith, that he hath been informed by his parents and other relations, and which information he verily believes to be true, that he was born at , in the county of on the day of , in the year of our Lord one thousand seven hundred and

A. B.

Sworn before me this day of
in the year of our Lord

QUALIFICATIONS FOR OFFICERS IN THE EXTRA SERVICE, 1802:

THAT the Chief Mate shall have attained the age of twenty-two years, the Second Mate twenty-one years, and each have performed

two voyages to and from India or China in the ships employed in the Company's regular service; and the Third Mate shall have attained the age of twenty years, and shall have performed one voyage to and from India and China in one of the Company's regular ships; and after having severally performed a complete voyage in these extra ships, the above persons shall be considered eligible for the like stations in the regular service.

That any person who shall have performed a complete voyage to and from India in any of those ships, shall be considered to have performed a voyage in the Company's service, and be entitled to the same advantages in point of service, but not station, as if he had proceeded in one of the regular ships.

AT a Committee of Shipping, held on Wednesday, the 10th of March, 1802,

RESOLVED,

THAT, in future, the uniforms to be worn by the Mates of the Company's regular ships, and also by the Masters and Mates of extra ships, be as follows, *viz.*

Mates of the Regular Ships.

Chief Mate.—Blue coat, black velvet lapels, cuffs, and collar, with one small button on each cuff; buttons to be gilt, with the Company's crest.

Second Mate.—Similar uniform to the Chief Mate, with two small buttons on each cuff.

Third Mate.—Similar uniform to the Chief Mate, with three small buttons on each cuff.

Fourth Mate.—Similar uniform to Chief Mate, with four small buttons on each cuff.

Extra Ships.

Master.—Blue coat, black velvet lapels, cuffs, and collar, with one embroidered button-hole on each cuff and on each side of the collar; buttons gilt, with Company's crest.

Chief Mate.—Blue coat, single breasted, with black velvet collar and cuffs, and one small button on each cuff; buttons gilt, with Company's crest.

Second Mate.—Similar uniform to the Chief Mate, with two small buttons on each cuff.

Third Mate.—Similar uniform to the Chief Mate, with three small buttons on each cuff.

STATE OF THE TURKISH NAVY.

(*From* ETON's *Survey of the Turkish Empire.*)

THE naval force of the Turks is by no means considerable. Their grand fleet consisted not of more than seventeen or eighteen sail of the line in the last war *, and those not in very good condition; at present their number is lessened. Their gallies are now of no use as ships of war; but there are about twenty large vessels called caravellas, which belong to merchants, and in time of war are frequently taken into the service of the Porte, and carry forty guns. These were the vessels, of which several were lost during the last war, in the Liman, and between Kilburon and Ochakof. Their ships in general are roomy, and larger, for the number of guns, than ours. In regard to their construction, they are built of good oak wood, but the timbers being too far asunder, they are very weak. From the slightness of their make they are liable soon to become hogged, to prevent which, they build them with their decks curved up, so that when the two ends settle, the vessels become straight. Such ships do not last long, and are subject to be leaky. In 1778 the finest ship in the fleet foundered in the Black Sea; being too weak, she worked her caulking out, and leaked between all her planks. The famous Captain Pasha, Hassan, attributed it to the bad caulking, and when the fleet came back into the port of Constantinople, he ordered all the Captains of the ships of war to attend in person the caulking of their own ship all the time, on pain of death. One of them, being one day tired of sitting by his ship, went home to his house, not above a quarter of a mile off. The Captain Pasha happened to go himself to the arsenal to see the work, examined the caulking, found fault, and asked for the Captain; the truth was obliged to be told him; he sat down on a small carpet, sent one man for his blunderbuss, and another to call the Captain: as soon as the unfortunate man came near him, he took up his blunderbuss, and shot him dead, without speaking a word to him. "Take and bury him," said he, "and let the other Captains attend him to the grave, and let the caulking be suspended till they return."

The shape of their ships' bottoms is considered by all those who are judges (such as French ship-builders and English seamen, whose opinions I have heard), as the most perfect. It is certain they are very fast sailers, but their upper works are very inferior to the ships of other nations. It is for the sake of strength, and the improvement

* Between Russia and Turkey.

of their upper-works, that they have sometimes employed French ship-builders. I was acquainted with M. le Roy, who built them some ships at Constantinople; he assured me that he took as models for the bottoms, Turkish vessels.

They build their ships at Meteline, Stanchio, Sinope, or Constantinople. Those at Sinope cost (a ship of the line,) only 9000l. without their guns and rigging. Their guns are always of brass. It appears, therefore, that the Turks might easily have ships of the best construction; but they have no nursery for seamen. The Greeks navigate their vessels, together with a few Maltese and other slaves; and these are very timorous; for on the smallest accident the Captain hangs them. The Turks fight the guns, and some of the lowest class assist in getting up the anchors, pulling at the end of a rope, &c. They, however, row and manage their narrow sharp boats in the channel of Constantinople better than any other people. They get their best sailors from the coast of Barbary, but not in great numbers; those employed in the trade of the Black Sea, and who belong to the coast of Anatolia, are wretchedly bad; they navigate vessels of the worst construction possible, which can never sail but before the wind; when the wind changes they run into port; this is the reason so many mercantile vessels are lost in the Euxine, and not from the dangerous navigation of that sea.

The famous Captain Pasha before mentioned, collected all the good sailors he could engage from Barbary, the Adriatic gulph, Idrea (famous for a fast sailing kind of cutters), and other parts, but still his fleet was badly manned, and without the Greeks never could have put to sea in 1778.

As the establishment of the navy has been mostly taken from the Christians, and has not the authority of their ancient institutions to plead for its abuses, there would be a great possibility of its improvement, were it not for that habitual indolence which leads the Turk quickly to abandon any arduous undertaking.

Never was there so great a prospect of improvement in the Turkish marine, as that afforded by the exertions of the celebrated Hassan, Captain Pasha, or High Admiral, who was promoted to that high office for his military talents, and the bravery which he displayed at Chesmé. He employed all the influence which his official and personal character gave him, and which, under Sultan Abdul Hamid, was almost unlimited, to introduce various reforms into the Turkish navy, and, had he been properly seconded, would have certainly raised it to considerable importance, though not to an equality with the Russian fleet now in the Black Sea.

I cannot avoid making a short digression respecting him. The name of Hassan being very common among the Turks, there have

been several Hassan Pashas, who have borne the chief command in their marine; it will, therefore, be proper to distinguish this illustrious man by his surname *Gazi*, or Conqueror, given him by the Sultan. This appellation exactly answers to Imperator during the Roman republic. Two reasons particularly induce me to delineate his character; the aspersions which have been cast upon it, and the striking instances which it displays of the inefficacy even of the greatest talents under such a Government as that of Turkey. It is uncertain what country gave him birth. He was brought up at Algiers, where he raised himself to a considerable office in the service of the Dey. M. de Peyssonel, who is interested in presenting the best pictures of Turkish manners, eagerly seizes the opportunity of mentioning this great man, and though in some instances rather too partially, he, upon the whole, gives a much more just impression of his character than what we can gather from Baron de Tott, who had a personal enmity to him. The natural abilities of Gazi Hassan Pasha were great; his defects were those of education. In person, strong and vigorous, he improved his constitution by temperance, and hardened it by the fatigues of a military life. The acts of bravery, which deservedly elevated the name of Gazi Hassan above that of any modern Turk, are too numerous and striking to need repetition; they bordered indeed sometimes upon rashness, and it is upon this account that Tott censures his daring attempt at Lemnos. His conduct, however, on that occasion well deserves the applause given to it by Peyssonel; it was one of those daring enterprises, which, by their daring audacity, seem to insure success. The Russians were surprised, unarmed, and unprepared, and were forced to embark with the most shameful precipitation; it seems, however, a mystery, why this fleet, formidable as it was, should set sail, and it can only be accounted for from the panic with which the bold exploit of Hassan had filled them. It has been insinuated that he was addicted to the unnatural vices too frequent among his countrymen; but this aspersion is altogether unfounded: he had only one wife, and no concubine.

The ridicule which Tott has thrown upon him for a want of scientific knowledge, is no more than what applies to his countrymen universally: but though possessing little science himself, he by no means despised it in others; and the improvements which he suggested in the Turkish marine display, if not an extensive acquaintance with first principles, at least a bold and vigorous grasp of native genius. Cruelty also has been laid to his charge, but without sufficient allowance for the state of things in which he was placed. The command of an undisciplined and tumultuous force is not always to be preserved by lenient measures; his discipline, therefore, was severe, his punishments

striking, and often sanguinary, but never wantonly cruel: he put suddenly to death, but never tortured.

Where a similar severity was not called for, he displayed a clemency unusual in a Turk. Though strictly religious, he was mild and equitable to the Christians in general; the inhabitants of the Greek islands under his dominion, ever found in him a protector, and the Greeks of the Morea, through his influence, were preserved from total extirpation. His respect for Europeans, proceeding from his acuteness and liberality, was known to all those resident at Constantinople, and to none more than to the British Ambassador, who possessed his particular friendship, and had great influence over him. The reforms and improvements which this great man introduced, and which he would have carried much farther, were very comprehensive, including both the construction of the vessels, the education of Officers, and the supply of seamen. As to the vessels themselves, he entirely altered their rigging, and lowered the high poops, which held a great deal of wind, and were very unwieldy and inconvenient in battle: these improvements were conducted by an Englishman, who rigged the vessels in the English manner.

He also gave them regular tiers of guns: formerly there were guns of all sizes on the same deck; they now only keep on the lower tier, two, four, or six of their large brass guns, some of which carry a shot of one hundred pounds, and are placed in the middle of the tier. What was of infinitely more importance to the Turkish marine, was the reform which he endeavoured to introduce in the mode of collecting sailors, and keeping them at all times ready for service. It is usual, as soon as the fleet enters the port of Constantinople in autumn, to lay up the ships in the harbour, and dismiss the sailors, who all go to their homes till St. George's day, O. S. (4th of May, N. S.); for in most maritime matters they follow the Greek calendar, their own year being composed of lunar months, and its periods subject to much variation. Before this day the fleet never sails, so that during the winter it is quite defenceless, and the Russians might come down the Black Sea, and destroy it in the port of Constantinople without opposition.

Hassan, foreseeing this, proposed building a large edifice at Constantinople for the sailors to live in, as in barracks, that they might be always at hand. The Porte not furnishing the sums necessary, he built one on a smaller scale at his own expence; but it is little used since his death, as the sailors go to their own homes in different parts of the empire, as before.

It is said that the Vizier, and other great Officers of the Porte, were fearful of seeing the Grand Admiral with so great a force constantly at

his disposal in the city. He, indeed, very probably had in view, to have a body of men at his command, capable of keeping the janizaries in awe; though without this he was dreaded by them, and no riots happened, in his time, of consequence; the few that did, he quelled in an instant, and slew, without mercy, all the ringleaders. In 1776 (or thereabouts), he established a seminary and an academy at Constantinople, for giving a regular education to young men for Officers for the navy; but it came to nothing, as all innovations in Turkey ever must, from prejudice, from envy, jealousy, and fear of unforeseen and imaginary baneful consequences to the Porte. Since that another fruitless attempt has been made.

The best mode of estimating the importance of the Turkish navy, will be by a comparison of its conduct with that of its opponents. For this purpose I shall subjoin a few observations on some of the most memorable naval transactions of the last and preceding wars.

Gazi Hassan Pasha, who so much distinguished himself in the memorable affair of Chesmé, was at that time the Turkish Admiral's Captain, or *Capitana*, called also Vice Admiral by the Europeans, but improperly. That the conduct of Gazi Hassan on this occasion displayed equal judgment and resolution cannot be doubted; he would probably have succeeded in boarding and taking Admiral Spiritof's ship, but for the taking fire, and blowing up, of both ships. This event has been attributed to the desperation of the Russians; but, as I was informed by Admiral Kruse (who was then Captain of Spiritof's ship), it arose accidentally from the wadding of the Russian guns, which set fire to the Turkish vessel. The event of the contest at Chesmé is well known: the Turkish fleet was totally destroyed, owing to the ill conduct of the Captains, the cowardice of the men, and to the ignorance of Jaffer Bey, who was afterwards degraded from the post of Captain Pasha, and his place supplied by Gazi Hassan.

In the subsequent war, Gazi Hassan himself commanded in the Black Sea; yet, notwithstanding his exertions, his talents, and the great powers with which he was invested, more than any of his predecessors ever possessed, the Turkish fleet remained in a state of impotence. During the whole of the summer of 1788, the Captain Pasha lay with seventeen sail of the line off the island of Berizan. The Russian fleet, consisting of three sail of the line (with only their lower tier of guns in), and a number of small vessels, lay at a small distance from him, between Kilburon and Ochakof, to protect the siege, and block up the port of the latter place. The Captain Pasha knew very well that the guns from Kilburon point could not hurt him, as they were masked by the Russian fleet; he was also well acquainted with the channel, and possessed undoubted bravery him-

Ice Islands.

self; yet he never dared to sail in and attack the enemy, because he could not rely on his own ships doing their duty, and manœuvring properly. The Russians expected an attack, and thought the event dubious. The remainder of their fleet lay in the port of Sebastopolis, under the command of Admiral Wainowitz; and though not one-fourth as strong as the Turks, it sailed to attack the Captain Pasha, who went out to meet it, and a running fight ensued, which ended to the advantage of the Russians, though they put back to Sebastopolis; and even for this measure the Admiral was censured.

In the last campaign of the war, the whole Turkish and Russian fleets met, and fought at sea; and notwithstanding the very great inferiority of the latter, they were victorious, and pursued the Turks, who were flying ignominiously before them, into the Bosphorus of Constantinople. The Russians were already in sight of the entrance, when a frigate reached their Admiral with the news of the conclusion of peace, which put an end to the pursuit.

DESCRIPTION OF PLATE CXXV.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

ENCLOSED is a view of some Ice Islands, seen in the month of June 1794, in about the latitude of 40. N. longitude 48. W. during a passage from England to America with the squadron under the late Admiral Murray.

While we read of so many ships never having reached their destined parts, is it not fair to infer that some among them have been wrecked on these floating islands.

The Guardian (if I recollect right), met the accident that gained so much credit to her Commander, the persevering and gallant Riou, in about the latitude of 45. S. which parallel ships occasionally reach in making a passage to India and China. How much then does it behove every seaman, whether in the neighbourhood of land, or in the mid ocean, to constantly " keep a good look-out afore."

In passing close to leeward of one of these islands, the *warmth* of the atmosphere was so increased as to be sensibly felt by every one; and we much lamented having no thermometer on deck, to ascertain the rise; but I have no doubt that it was eight or ten degrees. It was at a time when the sun

was very bright; had it been obscured, probably the effect produced on the air would have been quite the reverse.

I am, Sir,

Your humble Servant,

March 28, 1803. HALF-PAY.

P. S. It is most probable that these *pieces* of ice had drifted from Newfoundland, the Straits of Bellisle, or the Gulf of St. Lawrence. A few of the largest were about the height of a frigate's mast-head, but I do not apprehend a quarter of a mile in circuit at the base. When I say the base, I mean the greatest extent above the surface of the sea; for it was impossible to ascertain their depth.

NAVAL LITERATURE.

An Essay on Longevity by Sir John Sinclair, Bart. having been sent to us, we shall, for the present, lay before our readers such parts as we conceive more immediately to be within the scope of the Naval Chronicle. The first article we shall present our readers with, is, *On the Longevity of the Pensioners of Greenwich Hospital.* The worthy author says:

Being convinced that much light would be thrown on the subjects of health and longevity, were accurate returns made from hospitals and other public institutions, of the diet, age, and other particulars regarding the persons who resided in them, I was thence led to apply to Greenwich and Chelsea Hospitals for such information; and it is with much pleasure that I subjoin the following important facts with regard to Greenwich Hospital, which Dr. Robertson, at the desire of the respectable Master of that most excellent Institution, (Lord Viscount Hood,) transmitted to me.

I propose, first, to give the tables as prepared by Dr. Robertson, and then such observations as may occur on the results to be drawn from each of them respectively.

Then appear the following tables, which are so very interesting, that we have thought it our duty to lay them before our readers:—

Age.	Names of pensioners upwards of 80 years of age.	How long in the King's service.	Whether they lived in cold or warm climates.	If ever married.	If in the habit of drinking freely.	If in the habit of using tobacco freely.	The state of their organs, and mental faculties.	The state of their teeth.
81	Charles Mathews	50 years	Moderate	52 years	Moderate	Not any	Dim-sighted	Middling teeth
80	John Plant	20 years	Moderate	36 years	Very moder.	Not any	Very deaf	Bad teeth
82	Stephen Hasser	24 years	Mostly warm	49 years	Very moder.	Not any	Rather dim sighted. Otherwise very good.	Very bad teeth
81	James Godler	21 years	Mostly cold	22 years	Moderate	Not any	Dim-sighted. Otherwise very good	Bad teeth
90	Thomas Hacken	30 years	Mostly cold	11 years	Moderate	Chews moderate	Dim-sighted, and deaf	Middling teeth
88	Tub Hunter	11 years	Mostly warm	50 years	Freely	Chews and snuffs very freely	Sight strong. Appetite good	Very bad teeth
80	Henry Richards	32 years	Mostly warm	Never	Very freely	Chews freely	Rather deaf	Bad teeth
80	James Dempsy	22 years	Mostly warm	40 years	Moderate	Not any	Rather dim-sighted	Very bad teeth
80	Alexander Cooper	32 years	Mostly warm	Never	Moderate	Not any	Very good	Not a tooth left
80	Emmanuel Caryress	12 years	Mostly cold	36 years	Moderate	Not any	Very good	Bad teeth
80	William Anderson	22 years	Moderate	7 years	Moderate	Chews freely	Blind. Otherwise very good	Middling teeth
80	George Weneman	25 years	Mostly warm	30 years	Very freely	Chews freely	Very good	Very bad teeth
83	David Smith	14 years	Moderate	20 years	Freely	Not any	Very good	Bad teeth
85	Robert Martin	30 years	Mostly warm	30 years	Moderate	Not any	Very good	Very bad teeth
82	Edward Smith	12 years	Moderate	60 years	Moderate	Chews very freely	Very good	Bad teeth
80	John Keith	11 years	Moderate	39 years	Moderate	Chews moderate	Sight dim. Otherwise good	Bad teeth
84	Henry Pike	24 years	Mostly warm	40 years	Moderate	Very moderate	Pretty good	Bad teeth
87	John Haddon	48 years	Mostly warm	Never	Moderate	Chews freely	Very good	Bad teeth
83	Joseph Bulger	20 years	Moderate	40 years	Moderate	Chews freely	Pretty good	Bad teeth
80	James Riley	30 years	Mostly warm	Never	Freely	Chews freely	Sight dim. Otherwise good	Pretty good
80	John Rogers	14 years	Moderate	50 years	Freely	Chews freely	Sight dim. Otherwise pretty good	Not one left
83	John Hagard	16 years	Moderate	49 years	Freely	Chews freely	Sight dim. Good appetite	Not one left
94	Paul Blank	65 years	Mostly warm	42 years	Freely	Very freely from 10 years old	Very good	Not a tooth these 20 years last past

Age.	Names of pensioners upwards of 80 years of age.	How long in the King's service.	Whether they lived in cold or warm climates.	If ever married.	If in the habit of drinking freely.	If in the habit of using tobacco freely.	The state of their organs, and mental faculties.	The state of their teeth.
80	Thomas Kindred	32 years	Mostly cold	52 years	Freely	Chews freely	Very dim-sighted. Very infirm	Bad teeth
80	William Lee	20 years	Mostly warm	20 years	Freely	Chews freely	Not sensible	Bad teeth
81	William Gammon	30 years	Mostly warm	35 years	Freely	Chews freely	Eye-sight good	Bad teeth
82	Thomas Grisley	21 years	Mostly cold	50 years	Freely	Chews freely	Eye-sight good	Bad teeth
82	John Mager	36 years	Mostly cold	Never	Moderate	Not any	Eye-sight very good. Very infirm	Good teeth
82	John Biggs	34 years	Mostly warm	9 months	Moderate	Chews moderate	Very good	Bad teeth
84	John Wellers	30 years	Mostly warm	33 years	Freely	Chews freely	Rather dim-sighted. Very infirm	Bad teeth
84	Wm. Smith	3 years	Moderate	30 years	Freely	Chews freely	Very good	Bad teeth
85	Robert Padgett	7 years	Moderate	40 years	Freely	Snuffs freely	Very good	Middling teeth
85	Thomas Fowler	21 years	Mostly cold	Never	Moderate	Not any	Very dim-sighted. Otherwise good	Very bad teeth
86	Wm. Rowelington	56 years	Mostly warm	20 years	Freely	Chews freely	Very good	Good teeth
94	John Garvis	20 years	Moderate	40 years	Moderate	Snuffs freely	Very dim-sighted. Very infirm	Not a tooth left
82	John Beaves	26 years	Mostly warm	35 years	Freely	Not any	Very hard of hearing	Middling teeth
90	Owen Murrey	40 years	Mostly warm	16 years	Freely	Chews freely	Very dim-sighted. Otherwise very good	Bad teeth
86	Henry Hill	25 years	Mostly warm	30 years	Freely	Not any	Very good	Middling teeth
83	James Hillhouse	20 years	Mostly warm	17 years	Moderate	Very freely	Rather dim-sighted	Not one left
84	Robert Griffiths	30 years	Mostly warm	Never	Moderate	Chews freely	Very dim-sighted, and deaf.	Bad teeth
80	Francis Hopkins	18 years	Mostly warm	Never	Moderate	Chews freely	Very good	Bad teeth
80	Isaac Smith	20 years	Mostly warm	45 years	Moderate	Never used any	Dim-sighted. Otherwise very good	Very bad teeth
82	John Harford	28 years	Moderate	3 years	Moderate	Chews freely	Good	Very bad teeth
80	Thomas Griffiths	27 years	Moderate	Never	Freely	Moderate	Very good	None these 20 years
83	Nathan. M'Nichols	32 years	Mostly warm	6 years	Moderate	Not any	Palsied upwards of 20 years	Bad teeth
80	William Jeffrey	15 years	Mostly warm	52 years	Moderate	Chews freely	Very good	Bad teeth
81	John Web	48 years	Mostly warm	30 years	Moderate	Chews freely	Very deaf. Otherwise good	Bad teeth
81	William Durdon	23 years	Moderate	12 years	Moderate	Not any	Rather dim-sighted. Rather deaf	Middling teeth

Age.	Names of pensioners upwards of 80 years of age.	How long in the King's service.	Whether they lived in cold or warm climates.	If ever married.	If in the habit of drinking freely.	If in the habit of using tobacco freely.	The state of their organs, and mental faculties.	The state of their teeth.
84	William Linnel	32 years	Mostly warm	20 years	Freely	Chews freely	Dim-sighted. Very short of breath	Bad teeth
84	John Gullam	20 years	Mostly warm	20 years	Freely	Chews freely	Rather dim-sighted	Bad teeth
86	Peter Richardson	22 years	Moderate	Never	Freely	Chews freely	Palsey in his head	Not a tooth left
87	James Dawson	18 years	Mostly warm	40 years	Moderate	Chews freely	Very dim-sighted. Very infirm	Not a tooth left
87	Francis Knight	17 years	Mostly warm	60 years	Freely	Chews freely	Good sight. Very good	Not a tooth left
87	Richard Maddox	60 years	Mostly warm	60 years	Moderate	Snuffs freely	Dim-sighted. Otherwise good	Bad teeth
86	Thomas Cooper	24 years	Mostly warm	11 years	Very little	Chews freely	Sight pretty good. Good appetite	Bad teeth
90	John Bradley	24 years	Mostly warm	Never	Moderate	Chews freely	Dim-sighted	Bad teeth
94	Alexander Forbes	42 years	Moderate	42 years	Moderate	Smokes freely	Rather dim-sighted. Otherwise good	Bad teeth
95	John Welch	29 years	Mostly warm	Never	Freely	Chews freely	Very good	Not a tooth left
95	Robert Caldwell	14 years	Moderate	Never	Freely	Chews freely	Very dim-sighted. Otherwise good	Bad teeth
95	John Cummings	25 years	Mostly warm	35 years	Freely	Chews freely	Blind of one eye. Otherwise good	Bad teeth
82	Robert Pottle	24 years	Mostly cold	26 years	Moderate	Chews freely	Dim-sighted. Otherwise good	Not a tooth left
89	George Taylor	33 years	Mostly warm	Never	Freely	Chews freely	Blind of one eye. Otherwise good	Bad teeth
85	Robert Toms	32 years	Mostly warm	Never	Freely	Chews freely	Very dim-sighted. Otherwise good	Bad teeth
81	John Shuter	14 years	Moderate	45 years	Freely	Chews freely	Dim-sighted. Otherwise good	Bad teeth
83	John Coverdale	18 years	Mostly cold	50 years	Freely	Chews freely	Very dim-sighted. Very infirm	Bad teeth
86	John Lloyd	19 years	Moderate	40 years	Moderate	Chews freely	Keeps his bed. Very infirm. Very dim-sighted.	Bad teeth
83	William Hunter	30 years	Mostly warm	Never	Freely	Snuffs freely	Very dim-sighted. Very short of breath	Pretty good teeth
87	Frederick Hussey	20 years	Mostly warm	40 years	Freely	Chews freely	Very dim-sighted. Memory bad	Bad teeth
81	William Brown	15 years	Mostly warm	5 years	Freely	Snuffs freely	Very deaf. Otherwise good	Bad teeth
81	John Decamp	25 years	Moderate	10 years	Moderate	Snuffs freely	Hard of hearing. Otherwise good	Bad teeth
80	Edward Ferguson	50 years	Mostly warm	15 years	Freely	Snuffs freely	Eye-sight good. Very infirm	Bad teeth
80	John Writt	25 years	Mostly warm	7 years	Moderate	Not any	Rather dim-sighted. Rheumatism very bad	Bad teeth

Age.	Names of pensioners upwards of 80 years of age.	How long in the King's service.	Whether they lived in cold or warm climates.	If ever married.	If in the habit of drinking freely.	If in the habit of using tobacco freely.	The state of their organs, and mental faculties.	The state of their teeth
86	George Forbes	18 years	Warm	20 years	Freely	Snuffs freely	Very dim-sighted. Hearing bad	Bad teeth
85	Richard Oldston	32 years	Cold	60 years	Moderate	Never used tobacco	Middling eye sight. Hard of hearing	Bad teeth
81	Peter Eager	14 years	Warm	50 years	Very little	Chews freely	Rather dim-sighted. Otherwise good	Very bad teeth
82	Edward Collins	36 years	Cold	40 years	Very freely	Chews freely	Very dim-sighted. Otherwise good	Middling teeth
82	George Diffiny	20 years	Both	30 years	Freely	Chews freely	Very dim sighted. Otherwise good	Middling teeth
83	William Wright	50 years	Warm	24 years	Freely	Smokes freely	Very hard of hearing	Middling teeth
92	Edward Skinner	25 years	Cold	43 years	Moderate	Chews freely	Very hard of hearing	Bad teeth
98	Daniel M'Neal	37 years	Cold	22 years	Moderate	Chews freely	Ditto, and blind of one eye	Middling good teeth
82	Jeffery Moore	16 years	Cold	22 years	Very little	Never used any	Dim-sighted. Very infirm	Bad teeth
87	Nathaniel Chapman	15 years	Warm	2 years	Moderate	Snuffs freely	Dim sighted. Very infirm	Not a tooth left
81	Robert Hannaway	21 years	Mostly warm	49 years	Moderate	Snuffs freely	Very deaf. Otherwise very good	Front teeth pretty good
102	John Moore	31 years	Mostly cold	60 years	Pretty freely	Chews freely	Rather dim-sighted. 4 new teeth—3 lost	Bad teeth
91	Daniel Coughlan	30 years	Mostly warm	40 years	Moderate	Snuffs freely	Very good	Good teeth
89	John Hutchins	22 years	Mostly warm	45 years	Moderate	Chews freely	Sight bad	Not a tooth left
95	John Jackson	19 years	Mostly cold	50 years	Freely	Smokes freely	Very short of breath	Not a tooth left
83	John Blackwell	16 years	Both	60 years	Freely	Snuffs freely	Very infirm	Not a tooth left
90	John M'Pearson	22 years	Mostly warm	22 years	Freely	Smokes freely	Very good	Not a tooth left
94	Thomas Lansdown	14 years	Mostly warm	22 years	Freely	Chews freely	Very dim sighted	Middling good teeth
80	James Archer	12 years	Mostly warm	14 years	Freely	Chews freely	Very good	Not a tooth left
85	Adam Malcum	14 years	Mostly warm	19 years	Moderate	Chews freely	Dim-sighted and palsy	Not a tooth left
84	Thomas Vaughan	14 years	Mostly warm	34 years	Freely	Chews freely	Quite blind. Otherwise good	Not a tooth left
80	John Carbery	14 years	Mostly warm	14 years	Freely	Chews freely	Dim-sighted	Not a tooth left
81	Isaac Rutter	21 years	Mostly warm	40 years	Freely	Smokes freely	Very dim-sighted. Otherwise good	Bad teeth
81	James Patch	8 years	Moderate	30 years	Freely	Chews freely	Very infirm. Very dim-sighted	Bad teeth

Observations on the foregoing Tables.

Dr. Jameson, of Bloomsbury-place, has made the following remarks on the preceding Tables:—

Dr. Robertson certainly deserves much praise for his attention in transmitting so particular a statement of the longevity of Greenwich Hospital; and if something similar could be procured from other public institutions in Great Britain and Ireland, it would not be difficult to form an arrangement of facts, that would afford important conclusions concerning the lives of mankind.

The Tables communicated by Dr. Robertson favours an opinion, that the watery element is not unfriendly to the human frame, especially when it is aided in advanced life by the comforts of Greenwich Hospital.

The list of ninety-six men in that hospital still alive, in extreme old age, is uncommonly great; and it appears from the tables that there is one man living above a hundred years old, and thirteen above ninety years of age.

That more than two-thirds had been upwards of twenty-years in the King's service, and in various climates.

That they were almost all married, and four of them after eighty years of age.

That they almost all used tobacco, and most of them acknowledged the habit of drinking freely.

That the parts of the human body which had most generally failed, were the teeth. Some of them had no teeth for twenty years, and fourteen only had good teeth.

That the organ of vision was impaired in about one-half, and the organ of hearing in about a fifth part of them.

As Dr. Robertson proposes publishing a new edition of his interesting work on the Diseases incident to Seamen, it was unnecessary to touch upon that branch of the inquiry. He has very obligingly, however, communicated the following additional observations, connected with the subject of longevity in general.

1. The number of in-pensioners being 2410, and the number of those who are from eighty years of age and upwards being ninety-six; the proportion of the aged to the whole is only as $\frac{16}{96}$ less than $\frac{1}{25}$.

2. Some use tobacco for particular complaints, which they think are relieved by the use of it, or use snuff; and the rest say that they cannot do without it.

3. John Moore (the oldest man in the house,) says, that he has had four new *fore* teeth within these five years; one of which he has lost he knows not how. This is commonly accounted a great mark of old age.

4. The proportion of aged marines is $\frac{12}{96}$, or $\frac{1}{8}$ of the whole number of persons above eighty years of age, in the Hospital.

5. The number of out-pensioners is about 2500, to whose age when they were admitted, the number of years they have been on the list being added, it appears there are only twenty-three from eighty years of age and upwards; a sufficient proof of the great attention paid to the health of the in-pensioners at this excellent Institution.

6. The number of ruptured men among the in-pensioners, on the 3d of May, was 161, or $\frac{1}{15}$, the number being 2410; of the out-pensioners, amounting to 2500, the number of ruptured men was only about fifty, or $\frac{1}{50}$.

Deaths of Pensioners at the Royal Hospital at Greenwich, from the 1st of January 1782, *to the* 31*st of December* 1798, *inclusive, the complement being* 2350.

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Number in each year.
1782	16	19	15	21	24	31	18	16	16	16	17	19	228
—83	18	15	17	14	12	17	13	15	16	17	15	19	188
—84	17	25	21	25	22	14	13	6	6	10	10	17	186
—85	20	16	14	16	14	18	21	19	15	15	10	17	195
—86	11	20	20	12	13	20	8	18	15	17	24	8	186
—87	36	14	12	20	11	16	14	11	14	10	27	21	212
—88	13	15	22	2	13	11	16	15	15	14	12	26	192
—89	27	23	15	18	16	14	15	13	18	21	12	11	203
—90	15	12	10	14	22	11	15	21	10	13	21	15	179
—91	18	19	18	20	21	25	21	14	12	16	13	20	218
—92	21	15	24	11	14	16	13	12	12	13	17	20	188
—93	23	15	17	10	19	8	14	11	13	17	15	16	178
—94	33	15	13	16	14	17	16	14	19	13	13	26	209
—95	32	27	45	24	24	15	15	12	18	14	11	11	248
—96	19	13	10	23	17	12	8	13	10	13	12	23	173
—97	14	25	13	19	26	20	17	9	13	20	23	21	220
—98	18	21	25	20	20	17	15	16	17	14	15	24	222
Total	351	309	311	303	303	282	252	235	239	259	267	314	17)3425
													201 $\frac{8}{17}$

Deaths of Pensioners at the Royal Hospital at Greenwich, from the 1st of January 1799, to the 31st of December 1801, inclusive, the complement being 2410.

Year.	January.	February.	March.	April.	May.	June.	July.	August	September.	October.	November.	December.	Number in each year.
1799	23	20	23	23	36	16	12	11	20	14	12	26	236
1800	25	19	17	19	8	15	7	15	26	23	19	15	208
1801	18	9	15	[illegible]0	9	15	11	15	16	13	16	17	174
Total	66	48	55	62	53	46	30	41	62	50	47	58	3)618
													206

The following observations have occurred to Dr. Jameson on the two preceding tables;—

That during the space of twenty years, the number of annual deaths was very similar, varying very little in any year, or in any month of these years. And as it appears no uncommon incident occurred during that time to alter the natural order, we have a tolerable certain estimate, which may be said to be 203 annual deaths out of 2400 pensioners.

That these men who were mostly in advanced years died in greatest number in the three winter months, reckoning December the first; and in the smallest proportion, in the three summer months, reckoning June the first, and that the spring was more mortal than autumn.

Viz. From November till March 1146.
June 1087.
Sept. 886.
Dec. 924.

Table of the Diet at Greenwich Hospital.

Days.	Bread. lb.	Beer. quarts.	Beef. lb.	Mutton. lb.	Butter. lb.	Cheese. lb.	Pease. pints.
Sunday	1	2	—	1	—	$\frac{1}{4}$	—
Monday	1	2	1	—	—	$\frac{1}{4}$	—
Tuesday	1	2	—	1	—	$\frac{1}{4}$	—
Wednesday	1	2	—	—	$\frac{1}{16}$	$\frac{1}{2}$	$\frac{1}{2}$
Thursday	1	2	1	—	—	$\frac{1}{4}$	—
Friday	1	2	—	—	$\frac{1}{16}$	$\frac{1}{2}$	$\frac{1}{2}$
Saturday	1	2	1	—	—	$\frac{1}{4}$	—
Total per week	7	14	3	2	$\frac{1}{8}$	$2\frac{1}{4}$	1

Broth is made of the meat.

The diet of the sick varies at the discretion of the physician.

It appears by the table of diet, that the allowance is well calculat[ed] for the purposes of health, and very much resembles the victualling [of] his Majesty's Navy, two banian days in the week.—The proportio[n] of animal and vegetable food are equally balanced.

The pamphlet now before us the worthy Baronet caused to be printed at his own expence, not for publication, but for the purpose of distributing amongst such persons as he thought stood in need of the good advice it contains. We shall occupy some of our pages at a future period, by giving some further extracts from this useful little work.

ENGRAVING OF EARL HOWE. PLATE CXXIV.

In the early part of our work, the Memoirs of several Naval Officers appeared, without any Portraits annexed to them; but at the suggestion of several respectable subscribers, we have determined from time to time to give them, so as to form a regular series of British Naval Commanders. The Portrait of Earl Howe, with whose Memoirs our work commenced, is the first, and we are happy in this opportunity of presenting our readers with an elegant and accurate likeness of that illustrious character, to accompany the review which we have given of his life.

The Life of Richard Earl Howe. *By* George Mason. *8vo. 111 pages.*

THE present work comes before the public with this particular recommendation, that it is the production of a gentleman, who, for almost twenty-seven years, was honoured, "not barely with the kindest friendship, but also with a considerable share of confidence by the great Earl Howe;" but notwithstanding this advantage, it is not such a life of that illustrious Commander as will satisfy either the profession to which he did so much honour, or gratify the curiosity of the public at large. A life of Earl Howe on a large scale, and by a person properly qualified, from a requisite knowledge of naval affairs, would, perhaps, form

Ridley sculp

Rt. Honble. Richd. Earl Howe K.G.

Pubd. by J. Gold 103 Shoe Lane May 31 1803

one of the most instructive and valuable pieces of biography that was ever submitted to the public eye. If executed in a manner worthy of the subject, it might serve as a manuel to future Officers; for the life of Earl Howe presents almost every possible variety of circumstance and situation, in which a Naval Commander can be placed, so that a system of acting under almost every exigency that the nature of the sea service can produce an example of, might be deduced from the conduct of that great man in similar cases. The resources of his mind were adapted to all circumstances and situations, and in the course of a long life, near sixty years of which were spent in the active exercise of his professional talents, he experienced most of those cases of difficulty and danger, from which nothing but the superior abilities of a Commander can rescue him. He possessed an intuitive readiness of mind, which enabled him immediately to decide what was proper to be executed; and whether he acted as a private Captain, or as the Commander in Chief of a powerful fleet, his judgment was equally prompt and successful. We trust there will never be a dearth of talents in the British Navy: we possess at the present day Commanders every way equal to Earl Howe; Admirals, the pride and security of their country: but the period, perhaps, will never arrive when the merits of that great man shall be surpassed, and as long as the memory of British heroism at sea prevails, his name will be remembered by his countrymen with gratitude, affection, and veneration.

Of the information afforded us by Mr. Mason respecting his illustrious friend, there is but little which has not already met the public eye. This was to be expected of a character so high in the estimation of the world, and concerning whom so great a share of curiosity had been excited; but we indulged the hope that the advantage of private intimacy which our author possessed, would have enabled him to have enriched his work with some interesting particulars not generally known. In this, however, we have been dis-

appointed. The early part of Earl Howe's services to the year 1763, are related on the authority of an account of him which appeared in the British Magazine for 1783, written, Mr. Mason informs us, by Mr. Edward L'Epine, a gentleman who went to sea under the patronage of Lord Howe, and afterwards served him as Secretary. The subsequent events of his life are related from Mr. Mason's personal acquaintance with the noble Earl, and the official documents which have been published of his services. The following extracts will serve as a specimen of Mr. Mason's style and manner, and the information they convey will probably be new to our readers.

Speaking of the attack made on Lord Howe's conduct in America, for not having given battle to d'Estaing, though it was affirmed that his force was equal to the French Commander's, Mr. Mason obferves, "That this equality was attempted to be proved by counting the number of guns in each fleet, frigates and all, without any consideration of the comparative size of the ships. Such a calculation was generally derided for a pound, shilling, and pence account. Lord Howe used to say, one might as well have reckoned two boys, ten years old each, a match for a man of twenty, because the sum total of their ages was the same."

The space of more than three years, from the autumn of 1778, was to Lord Howe a season of recess from his professional employments. This interval he passed in domestic society, in ease, and in affluence. The foundation of that affluence was egregiously misunderstood, or misrepresented, by some carping tribes. Irritated at a general ill success of the proceedings in America (owing entirely to the imbecility and negligence of Ministers), they accused Lord Howe of having raised a fortune for himself by his inefficient naval campaigns. Little was our Admiral's temper adapted to the purpose of enriching him by commands: generosity of spirit, and a liberal consideration for the interests of those who served under him, were perpetual bars to it *. As to his profits by his American station—

* This is no vague assertion: for, though Lord Howe never made such things a subject of his own discourse, it was the common talk of his Officers. Sir Andrew Snape Hammond, in particular, said in a large private company,

he used to declare his readiness to give the whole account of them to the public. It was from far different sources, that his prosperous circumstances flowed. The strictest punctuality in matters of business, and a never-failing attention to every thing he had undertaken, induced those who had any kind of connection with him, to avail themselves of these qualities, and to make him their executor, with very handsome gratifications for his trouble. The first of these was Mr. Howe, of Hanslop, in Buckinghamshire, who had married our hero's eldest sister (Caroline), now his surviving widow: it was only by this affinity, that Mr. Howe was related to the ennobled family of his own name. The second benefactor in this way was the worthy and well known Sir Gregory Page, whose younger brother had married (and left widowed), a paternal aunt of our Admiral. Both these deaths had happened before Lord Howe sailed for America; within two years after his return died also his aunt Page, in July 1780, and bequeathed all her effects to this nephew and his children.

About the middle of this period of retirement enjoyed by Lord Howe, while British Ministers were so negligent of the good of their country as to slight its ablest Admiral and most faithful servant, Catherine Empress of Russia made him the most liberal offers of wealth and aggrandizement, if he would have superintended her Czarish Majesty's navy. This, and that the offer was declined, are all the particulars the writer can relate of the matter: he rather believes, that the knowledge of it never extended beyond Lord Howe's own domestic society. From the Marquis of Sligo's most obliging information, recently communicated, it is here recorded.

In the beginning of the year 1798 passed an act, empowering the Bank to receive voluntary contributions for defraying the expences of the war. At this time Earl Howe's only pecuniary emolument, for all his past services, was the stipend arising from his post of General of the Marines. Being himself confined to his bed, he commissioned the Countess to receive his annual salary at the Marine Pay-Office, with instructions to carry the whole of it (upwards of 1800l.) immediately to the Bank, as his contribution. This was executed accordingly.

We shall conclude our extracts with Mr. Mason's account of the last illness and death of his illustrious friend.

that whenever there was the least doubt of Lord Howe's right to a share of captures, or other naval emolument, he was always the first himself to relinquish his claim.

I come now to the most painful part of my biographical duty; and must give some account of this important life, during its valetudinarian state for two years, previous to its fatal conclusion. It was in the summer of 1797, that, having been deprived of Dr. Warren's medical assistance, by that eminent physician's decease, Lord Howe, with his usual discernment, applied for advice to the present Dr. Pitcairn. Bathing in warm sea-water was the Doctor's prescription for the Earl's rheumatic weakness; who, in compliance with this opinion, went first to Bognor Rocks, and afterwards to Worthing. While resident at the latter place, finding his strength exceedingly restored, he used riding exercise to a much greater degree than his age or constitution would allow. The fatigue of one of his excursions on horseback produced so much gout, that it sent him to London. There, by the diligent and unwearied attention of his physician for many months, he recovered from the violent disorder; he might, perhaps, still have been living, and also his daughter, Lady Mary, who departed next, and his affectionate Countess, whom the double weight of sorrow made lastly sink into her grave *, had not a most unlucky accident intervened. Dr. Pitcairn, from an internal hurt by a fall, was obliged to repair to Lisbon in the autumn of 1798, and did not return before the spring of 1800. Lord Howe, after his recovery from this long confinement to his bed room, was obliged to use crutches. Such a perpetual memento of his infirmity suited not his genius. In the beginning of 1799 he grew so impatient of the weakness and pains in his knees, that he could not forbear trying electricity. The experiment had given him such considerable relief, that he was able to move about upon a horse; nor did he in the least apprehend that this quick restoration of his strength would be attended with any fatal consequence. So far from it, that he strenuously recommended the same remedy to myself, for the perpetual debility in my tottering knees, which a stroke on the forehead in 1793 has entailed upon the rest of my life. He gave me too a written direction to the electrifier, and I had accorded to make Mr. Stott a visit of *enquiry into his method*, the next time I should go to London. Thither first, in a very few days, driven by a sudden emergency, the Earl went himself—never to return. The gout had seized upon his head; and by August the 5th he was no more. He had lived five months and seventeen days of his 74th year, and was buried in the family vault at Langar, in the county of Nottingham. For the particulars of his funeral the reader is referred to the NAVAL CHRONICLE.

* She out-lived her daughter, Lady Mary, exactly four calendar months, and died August 9, 1800.

Poetry.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

ENCLOSED I send you a copy of verses written in honour of Earl ST. VINCENT's Victory over the fleet of Spain in 1797.

They have never been published, but a few copies were printed for some of my friends; conceiving you might insert them in your very interesting publication, the NAVAL CHRONICLE, I have thought you would not dislike to have in your possession a correct version. I am, Sir,

Your humble Servant,

THE AUTHOR,

Deal, April 14th, 1803. *An Officer in the Navy.*

LINES

In Commemoration of the glorious Victory obtained over the Spanish Fleet, of twenty-seven sail of the line, on February the 14th, 1797, by the British Squadron of only fifteen Ships, under the command of the Right Hon the Earl of ST. VINCENT, *&c. &c.*

ILLÆSO LUMINE SOLEM.

AS o'er Britannia's car the voice of Fame
Proclaims aloud the great St. VINCENT's name,
The poet's art, immortal honour's meed,
Shall on the marble tell the Hero's deed;
Of him, who led th' embattled fleet afar,
And sought the combat in the dubious war,
Regardless of the strength, or numbers of the foe,
Resolv'd by valour to effect the blow:
The vengeful blow, which Spain's whole force dismay'd,
Who now no more her baffled fleets array'd,
No more in warlike pride her sails unfurl'd,
To dare the hero of the wat'ry world;
While France observant, and despairing too,
Confess'd to England's crown the laurel due.
O virt'ous man! O Chief superior still!
Blending the statesman's and the seaman's skill,
Pursue th' important task, let Britain's name
Still boast the glory of her naval fame;
Still on her subject-main triumphant prove,
And guard his realms, who all his subjects love.
Else wherefore has such wond'rous worth obtain'd,
But for thy country's good, by Fate ordain'd?

"For England's good," th' applauding Senate crys;
"For England's King," the people's voice replies;
Whilst coral bands, exulting Pæans raise,
And the whole world resounds St. Vincent's praise;
Who firm, yet gentle, court'ous, yet reserv'd,
In manners polish'd, and in battle nerv'd;
Wise without scorn, ennobled without pride,
Justice his aim, and vigilance his guide;
Whose mind supreme, no competition bears
But all the labour, all the danger shares;
Sufficient of himself, he needs no aid!
'Tis all he asks—and, be his word obey'd.

WE cannot enter upon our present Monthly Register, without offering a few observations on the important events which have recently occurred, the failure of the negociation with France, and the renewal of hostilities with that Government. Hitherto the Naval Chronicle has cautiously abstained from all political discussions, nor do we feel inclined in the present instance to violate that rule by which our conduct has been guided; but the causes which have led to a rupture have already been submitted to the public, and we cannot help expressing our conviction, which we believe is the general sentiment of our countrymen, that the unprovoked aggressions of France, and the bitter and decided spirit of animosity with which her councils were influenced against this nation, left no other alternative to his Majesty, than to employ force of arms to resist the ambition of France, and to curb the turbulent and implacable disposition of her ruler. Of the event of a war on grounds of offence so just, we can entertain no fears; our fleets are infinitely more numerous and better equipped than those of the enemy; and, in case of necessity, could probably successfully contend against the united navies of Europe. Our tars are the bravest and most expert of their profession, and our Officers the most accomplished, experienced, and courageous. As we have endeavoured with fidelity to record

their past triumphs, it may not be improper here to state, that we anticipate their future glories, and that the pages of the NAVAL CHRONICLE shall be zealously devoted to record the gallant achievements of our Naval Heroes. To effect this great and noble object with that accuracy of execution which we are ever anxious to bestow on our work, we must solicit a continuance of those favours from our Correspondents, which they have hitherto so liberally bestowed; with their assistance, and the extensive arrangements which we have formed, we can with confidence assure our Subscribers at large, that the NAVAL CHRONICLE will contain not only a complete and minute detail of all the naval operations in which this country may be engaged—the proceedings of fleets, or squadrons, or of single ships, but on every occasion personal merit will be brought forth to public view, and individual bravery be honoured with its just tribute of applause.

AT the Court at the Queen's Palace, the 16th of May 1803,

PRESENT,

The King's Most Excellent Majesty in Council.

WHEREAS, in consequence of the repeated insults and provocations which his Majesty has experienced from the Government of France, his Majesty finds himself compelled to take such measures as are necessary for vindicating the honour of his Crown and the just rights of his subjects; his Majesty, therefore, is pleased, by and with the advice of his Privy Council, to order, and it is hereby ordered, that general reprisals be granted against the ships, goods, and subjects of the French Republic, so that, as well his Majesty's fleets and ships, as also all other ships and vessels that shall be commissionated, by letters of marque, or general reprisals, or otherwise, by his Majesty's Commissioners for executing the Office of Lord High Admiral of Great Britain, shall and may lawfully seize all ships, vessels, and goods belonging to the French Republic, or to any persons being subjects of the French Republic, or inhabiting within any of the territories of the French Republic, and bring the same to judgment in such Courts of Admiralty within his Majesty's dominions, as shall be duly commissionated to take cognizance thereof; and, to that end, his Majesty's Advocate-General, with the Advocate of the Admiralty, are forthwith to prepare the draft of a commission, and present the

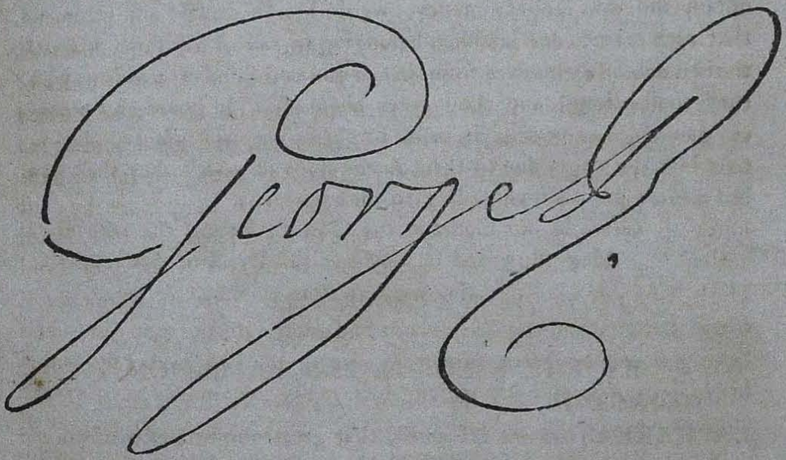
same to his Majesty at this Board, authorizing the Commissioners for executing the Office of Lord High Admiral, or any person or persons by them empowered and appointed, to issue forth and grant letters of marque and reprisals to any of his Majesty's subjects, or others whom the said Commissioners shall deem fitly qualified in that behalf, for the apprehending, seizing, and taking the ships, vessels, and goods belonging to the French Republic, or to any persons being subjects of the French Republic, or inhabiting within any of the territories of the French Republic; and that such powers and clauses be inserted in the said commission, as have been usual, and are according to former precedents; and his Majesty's said Advocate-General, with the Advocate of the Admiralty, are also forthwith to prepare the draft of a commission, and present the same to his Majesty at this Board, authorizing the said Commissioners for executing the Office of Lord High Admiral, to will and require the High Court of Admiralty of Great Britain, and the Lieutenant and Judge of the said Court, his Surrogate or Surrogates, as also the several Courts of Admiralty within his Majesty's dominions, which shall be duly commissionated to take cognizance of, and judicially proceed upon, all and all manner of captures, seizures, prizes, and reprisals of all ships and goods that are or shall be made, and to hear and determine the same, and according to the course of Admiralty and the laws of nations, to adjudge and condemn all such ships, vessels, and goods as shall belong to the French Republic, or to any persons being subjects of the French Republic, or inhabiting within any of the territories of the French Republic, and that such powers and clauses be inserted in the said commission, as have been usual, and are according to former precedents; and they are likewise to prepare and lay before his Majesty at this Board, a draft of such instructions as may be proper to be sent to the said several Courts of Admiralty in his Majesty's foreign governments and plantations for their guidance herein: and also another draft of instructions for such ships as shall be commissionated for the purposes above mentioned.

From the Court at the Queen's Palace, the sixteenth day of May, one thousand eight hundred and three.

Eldon, C. *Portland*, P. *Westmorland*, C. P. S. *Atholl*, *Roxburghe*, *Salisbury*, C. *Townshend*, *Dartmouth*, *Chesterfield*, *Harrington*, *Chatham*, *Rosslyn*, *Onslow*, *Courtown*, *Castlereagh*, *Hawkesbury*, *Pelham*, *Cathcart*, *Auckland*, *Bayning*, *Glenbervie*, *Henry Addington*, *C. F. Greville*, Vice Ch. *Wm. Wynne*, *Thomas Steele*, *Wm. Scott*, *Isaac Corry*, *C. Yorke*, *Thos. Wallace*, *J. Smyth*, *J. Hiley Addington*.

BY THE KING.

A Proclamation, for encouraging Seamen and Landmen to enter themselves on board his Majesty's Ships of War.



WHEREAS it is Our Royal intention to give all due encouragement to all such seamen and landmen who shall voluntarily enter themselves in our service, we have thought fit, by and with the advice of our Privy Council, to publish this our royal proclamation: and we do hereby promise and declare, that all such able seamen not above the age of fifty, nor under the age of twenty years, fit for our service, who shall on or before the thirtieth day of June next, voluntarily enter themselves to serve in our Royal Navy, either with the Captains or Lieutenants of our ships or vessels, or Officers employed on shore for raising men for the service of our Navy, shall receive, as our royal bounty, the sum of five pounds each man; and all such ordinary seamen, fit for our service, who shall so enter themselves as aforesaid, shall receive the sum of two pounds ten shillings each man; and all such able bodied landmen, not above the age of thirty-five, nor under the age of twenty years, who shall so enter themselves as aforesaid, shall receive the sum of thirty shillings each man, as our royal bounty, in lieu of the bounties promised in our royal proclamation, dated the 7th day of March last; such respective sums to be paid them by the respective Clerks of the Checque, residing at the ports where the ships or vessels on board which such seamen and landmen may be appointed to serve, shall be immediately after the third muster of such seamen and landmen; and we do declare, that the qualifications of the

seamen and landmen so entering themselves, shall be certified by the Captain, Master, and Boatswain of the ship or vessel on board which they shall be appointed to serve. And for prevention of any abuses, by any persons leaving the vessels to which they shall belong, and entering themselves on board any other ships or vessels, in order to obtain the said bounty money, we do hereby declare and command, that such seamen and landmen belonging to any of our ships or vessels, as shall absent themselves from any of the said ships or vessels to which they shall belong, and shall enter themselves on board any other of our said ships or vessels, in order to obtain the said bounty, shall not only lose the wages due to them in the ships or vessels they shall leave, but also be punished according to their demerits.

Given at our Court at the Queen's Palace, the 16th day of May 1803, and in the forty-third year of our reign.

God save the King.

BY THE KING. A PROCLAMATION.

GEORGE R.

WHEREAS we are informed, that great numbers of mariners and seafaring men, our natural-born subjects, are in the service of divers foreign Princes and States, to the prejudice of our kingdom: and whereas attempts may be made to seduce some of our subjects, contrary to their allegiance and duty to us, to enter on board ships or vessels of war, or other ships or vessels belonging to the French and Batavian Republics, with intent to commit hostilities against us, or our subjects, or otherwise to adhere, or give aid or comfort to our enemies upon the sea; now we, in order that none of our subjects may ignorantly incur the guilt and penalties of such breaches of their allegiance and duty, have thought it necessary, by and with the advice of our Privy Council, to publish this our royal proclamation, hereby notifying and declaring, that all persons, being our subjects, who shall enter or serve, or be found on board any ships or vessels of war, or other ships or vessels belonging to the French or Batavian Republics, with intent to commit hostilities against us or our subjects, or who shall otherwise adhere, or give aid or comfort to our enemies upon the sea, will thereby become liable to suffer the pains of death, and all other pains and penalties of high treason and piracy; and we do hereby declare our royal intention and firm resolution to proceed against all such offenders according to law.

Given at our Court at the Queen's palace, the 16th day of May 1803, in the forty-third year of our reign.

God save the King.

AT the Court at the Queen's palace, the 16th day of May 1803,
PRESENT,
The King's Most Excellent Majesty in Council.

IT is this day ordered by his Majesty, by and with the advice of his Privy Council, that no ships or vessels belonging to any of his Majesty's subjects, be permitted to enter and clear out for any of the ports of the French and Batavian Republics, or for the ports of any country occupied by the armies of France, until further order; and his Majesty is further pleased to order, that a general embargo or stop be made on all ships belonging to the French and Batavian Republics whatsoever, now within or which hereafter shall come into any of the ports, harbours, or roads, within the United Kingdom of Great Britain and Ireland, together with all persons and effects on board the said ships and vessels; but that the utmost care be taken for the preservation of all and every part of the cargoes on board any of the said ships, so that no damage or embezzlement whatever be sustained; and the Right Honourable the Lords Commissioners of his Majesty's Treasury, the Lords Commissioners of the Admiralty, and the Lord Warden of the Cinque Ports, are to give the necessary directions herein, as to them may respectively appertain.

W. FAWKENER.

DECLARATION.

HIS Majesty's earnest endeavours for the preservation of Peace having failed of success, he entertains the fullest confidence that he shall receive the same support from his Parliament, and that the same zeal and spirit will be manifested by his people, which he has experienced on every occasion when the honour of his Crown has been attacked, or the essential interests of his dominions have been endangered.

During the whole course of the negociations which led to the Preliminary and Definitive Treaties of Peace between his Majesty and the French Republic, it was his Majesty's sincere desire, not only to put an end to the hostilities which subsisted between the two countries, but to adopt such measures, and to concur in such propositions, as might most effectually contribute to consolidate the general tranquillity of Europe. The same motives by which his Majesty was actuated during the negociation for Peace, have since invariably governed his conduct. As soon as the Treaty of Amiens was concluded, his Majesty's Courts were open to the people of France for every purpose of legal redress; all sequestrations were taken off their property; all prohibitions on their trade, which had been imposed during the war, were removed, and they were placed, in every respect, on the same

footing with regard to commerce and intercourse, as the inhabitants of any other State in amity with his Majesty, with which there existed no Treaty of Commerce.

To a system of conduct thus open, liberal, and friendly, the proceedings of the French Government afford the most striking contrast. The prohibitions which had been placed on the commerce of his Majesty's subjects during the war have been enforced with increased strictness and severity; violence has been offered in several instances to their vessels and their property; and in no case has justice been afforded to those who may have been aggrieved in consequence of such acts, nor has any satisfactory answer been given to the repeated representations made by his Majesty's Ministers or Ambassador at Paris. Under such circumstances, when his Majesty's subjects were not suffered to enjoy the common advantages of Peace within the territories of the French Republic, and the countries dependent upon it, the French Government had recourse to the extraordinary measure of sending over to this country a number of persons for the professed purpose of residing in the most considerable sea port towns of Great Britain and Ireland, in the character of Commercial Agents or Consuls. These persons could have no pretensions to be acknowledged in that character, as the right of being so acknowledged, as well as all the privileges attached to such a situation, could only be derived from a Commercial Treaty; and as no treaty of that description was in existence between his Majesty and the French Republic, there was consequently too much reason to suppose, that the real object of their mission was by no means of a commercial nature; and this suspicion was confirmed, not only by the circumstance that some of them were military men, but by the actual discovery that several of them were furnished with instructions to obtain the soundings of the harbours, and to procure military surveys of the places where it was intended they should reside. His Majesty felt it to be his duty to prevent their departure to their respective places of destination, and represented to the French Government the necessity of withdrawing them; and it cannot be denied that the circumstances under which they were sent, and the instructions which were given to them, ought to be considered as decisive indications of the dispositions and intentions of the Government by whom they were employed.

The conduct of the French Government, with respect to the commercial intercourse between the two countries, must therefore be considered as ill-suited to a state of Peace, and their proceedings in their more general political relations, as well as in those which immediately concern his Majesty's dominions, appear to have been altogether inconsistent with every principle of good faith, moderation,

and justice. His Majesty had entertained hopes, in consequence of the repeated assurances and professions of the French Government, that they might have been induced to adopt a system of policy which, if it had not inspired other Powers with confidence, might at least have allayed their jealousies. If the French Government had really appeared to be actuated by a due attention to such a system, if their dispositions had proved to be essentially pacific, allowances would have been made for the situation in which a new Government must be placed after so dreadful and extensive a convulsion as that which has been produced by the French Revolution. But his Majesty has unfortunately had too much reason to observe, and to lament, that the system of violence, aggression, and aggrandizement, which characterized the proceedings of the different Governments of France during the war, has been continued with as little disguise since its termination. They have continued to keep a French army in Holland against the will and in defiance of the remonstrances of the Batavian Government, and in repugnance of the letter of three solemn treaties. They have, in a period of Peace, invaded the territory, and violated the independence of the Swiss nation, in defiance of the Treaty of Luneville, which had stipulated the independence of their territory, and the right of the inhabitants to chuse their own form of government. They have annexed to the dominions of France, Piedmont, Parma, and Placentia, and the island of Elba, without allotting any provision to the King of Sardinia, whom they have despoiled of the most valuable part of his territory, though they were bound, by a solemn engagement to the Emperor of Russia, to attend to his interests and to provide for his establishment. It may, indeed, with truth be asserted, that the period which has elapsed since the conclusion of the Definitive Treaty, has been marked with one continued series of aggression, violence, and insult on the part of the French Government.

In the month of October last, his Majesty was induced, in consequence of the earnest solicitation of the Swiss nation, to make an effort by a representation to the French Government, to avert the evils which were then impending over that country. This representation was couched in the most temperate terms: and measures were taken by his Majesty for ascertaining, under the circumstances which then existed, the real situation and wishes of the Swiss Cantons, as well as the sentiments of the other Cabinets of Europe. His Majesty learned, however, with the utmost regret, that no disposition to counteract these repeated infractions of treaties and acts of violence was manifested by any of the Powers most immediately interested in

preventing them; and his Majesty, therefore, felt that, with respect to these objects, his single efforts could not be expected to produce any considerable advantage to those in whose favour they might be exerted.

It was about this time that the French Government first distinctly advanced the principle, that his Majesty had no right to complain of the conduct, or to interfere with the proceedings of France, on any point which did not form a part of the stipulations of the Treaty of Amiens. That Treaty was unquestionably founded upon the same principle as every other antecedent Treaty or Convention, on the assumption of the state of possession and of engagements subsisting at the time of its conclusion; and if that state of possession and of engagements is materially affected by the voluntary act of any of the parties, so as to prejudice the condition on which the other party has entered into the contract, the change so made may be considered as operating virtually as a breach of the Treaty itself, and as giving the party aggrieved a right to demand satisfaction or compensation for any substantial difference which such acts may have effected in their relative situations; but whatever may be the principle on which the Treaty is to be considered as founded, there is indisputably a General Law of Nations, which, though liable to be limited, explained, or restrained by Conventional Law, is antecedent to it, and is that law or rule of conduct to which all Sovereigns and States have been accustomed to appeal, where Conventional Law is admitted to have been silent. The Treaty of Amiens, and every other Treaty, in providing for the objects to which it is particularly directed, does not, therefore, assume or imply an indifference to all other objects which are not specified in its stipulations; much less does it adjudge them to be of a nature to be left to the will and caprice of the violent and the powerful. The justice of the cause alone is a sufficient ground to warrant the interposition of any of the Powers of Europe in the differences which may arise between other States; and the application and extent of that just interposition is to be determined solely by considerations of prudence. These principles can admit of no dispute; but if the new and extraordinary pretension advanced by the French Government to exclude his Majesty from any right to interfere with respect to the concerns of other Powers, unless they made a specific part of the stipulations of the Treaty of Amiens, was that which it was possible to maintain, those Powers would have a right, at least, to claim the benefit of this principle in every case of difference between the two countries. The indignation of all Europe must surely then be excited by the declarations of the French Government, that, in the event of hostilities, these very Powers, who were no parties to the Treaty of

Amiens, and who were not allowed to derive any advantage from the remonstrances of his Majesty in their behalf, are nevertheless to be made the victims of a war which is alledged to arise out of the same Treaty, and are to be sacrificed in a contest which they not only have not occasioned, but which they have had no means whatever of preventing.

His Majesty judged it most expedient, under the circumstances which then affected Europe, to abstain from a recurrence to hostilities on account of the views of ambition and acts of aggression manifested by France on the Continent; yet an experience of the character and dispositions of the French Government could not fail to impress his Majesty with a sense of the necessity of increased vigilance in guarding the rights and dignity of his Crown, and in protecting the interests of his people.

Whilst his Majesty was actuated by these sentiments, he was called upon by the French Government to evacuate the island of Malta. His Majesty had manifested, from the moment of the signature of the Definitive Treaty, an anxious disposition to carry into full effect the stipulations of the Treaty of Amiens relative to that island, as soon as he was informed that an election of a Grand Master had taken place, under the auspices of the Emperor of Russia, and that it had been agreed by the different Priories assembled at St. Petersburgh, to acknowledge the person whom the Court of Rome should select out of those who had been named by them to be Grand Master of the Order of St. John. His Majesty proposed to the French Government, for the purpose of avoiding any difficulties which might arise in the execution of the arrangement, to acknowledge that election to be valid: and when, in the month of August, the French Government applied to his Majesty to permit the Neapolitan troops to be sent to the island of Malta, as a preliminary measure for preventing any unnecessary delay, his Majesty consented without hesitation to this proposal, and gave directions for the admission of the Neapolitan troops into the island. His Majesty had thus shown his disposition not only to throw no obstacle in the way of the execution of the Treaty, but, on the contrary, to facilitate the execution of it by every means in his power. His Majesty cannot, however, admit, that at any period since the conclusion of the Treaty of Amiens the French Government have had a right to call upon him, in conformity to the stipulations of that Treaty, to withdraw his forces from the island of Malta. At the time when this demand was made by the French Government, several of the most important stipulations of the arrangement respecting Malta remained unexecuted: the election of a Grand Master had not been

carried into effect. The tenth article had stipulated that the independence of the island should be placed under the guarantee and protection of Great Britain, France, Austria, Russia, Spain, and Prussia. The Emperor of Germany had acceded to the guarantee, but only on condition of a like accession on the part of the other Powers specified in the article. The Emperor of Russia had refused his accession, except on the condition that the Maltese Langue should be abrogated; and the King of Prussia had given no answer whatever to the application which had been made to him to accede to the arrangement. But the fundamental principle, upon the existence of which depended the execution of the other parts of the article, had been defeated by the changes which had taken place in the constitution of the Order since the conclusion of the Treaty of Peace. It was to the Order of St. John of Jerusalem that his Majesty was, by the first stipulation of the tenth article, bound to restore the island of Malta. The Order is defined to consist of those Langues which were in existence at the time of the conclusion of the Treaty: the three French Langues having been abolished, and a Maltese Langue added to the institution. The Order consisted, therefore, at that time, of the following Langues, *viz.* the Langues of Arragon, Castile, Germany, Bavaria, and Russia. Since the conclusion of the Definitive Treaty, the Langues of Arragon and Castile have been separated from the Order by Spain, a part of the Italian Langue has been abolished by the annexation of Piedmont and Parma to France. There is strong reason to believe that it has been in contemplation to sequestrate the property of the Bavarian Langue, and the intention has been avowed of keeping the Russian Langues within the dominions of the Emperor.

Under these circumstances the Order of St. John cannot now be considered as that body to which, according to the stipulations of the Treaty, the island was to be restored; and the funds indispensably necessary for its support, and for the maintenance of the independence of the island, have been nearly, if not wholly, sequestered. Even if this had arisen from circumstances which it was not in the power of any of the contracting parties to the Treaty to controul, his Majesty would, nevertheless, have had a right to defer the evacuation of the island by his forces until such time as an equivalent arrangement had been concluded for the preservation of the independence of the Order and of the island. But if these changes had taken place in consequence of any acts of the other parties to the Treaty; if the French Government shall appear to have proceeded upon a system of rendering the Order, whose independence they had stipulated, incapable of

maintaining that independence, his Majesty's right to continue in the occupation of the island, under such circumstances, will hardly be contested. It is indisputable that the revenues of the two Spanish Langues have been withdrawn from the Order by his Catholic Majesty; a part of the Italian Langue has, in fact, been abolished by France, through the unjust annexation of Piedmont, and Parma, and Placentia, to the French territory. The Elector of Bavaria has been instigated by the French Government to sequestrate the property of the Order within his territories; and it is certain that *they* have not only sanctioned but encouraged the idea of the propriety of separating the Russian Langues from the remainder of the Order.

As the conduct of the Governments of France and Spain have, therefore, in some instances directly, and in others indirectly, contributed to the changes which have taken place in the Order, and thus destroyed its means of supporting its independence, it is to those Governments, and not to his Majesty, that the non-execution of the tenth article of the Treaty of Amiens must be ascribed.

Such would be the just conclusion if the tenth article of that Treaty were considered as an arrangement by itself. It must be observed, however, that this article forms a part only of a Treaty of Peace, the whole of which is connected together, and the stipulations of which must, upon a principle common to all Treaties, be construed as having a reference to each other.

His Majesty was induced, by the Treaty of Peace, to consent to abandon and restore to the Order of St. John the island of Malta, on condition of its independence and neutrality. But a further condition, which must necessarily be supposed to have had considerable influence with his Majesty in inducing him to make so important a concession, was the acquiescence of the French Government in an arrangement for the security of the Levant, by the eighth and ninth articles in the Treaty stipulating the integrity of the Turkish empire, and the independence of the Ionian Islands. His Majesty has, however, since learnt, that the French Government have entertained views hostile to both these objects; and that they have even suggested the idea of a partition of the Turkish empire. These views must now be manifest to all the world, from the official publication of the Report of Col. Sebastiani; from the conduct of that Officer, and of the other French agents in Egypt, Syria, and the Ionian Islands, and from the *distinct admission of the First Consul himself, in his communication with Lord Whitworth.* His Majesty was, therefore, warranted in considering it to be the determination of the French Government to violate those articles of the Treaty of Peace, which stipulated for the integrity and independence

of the Turkish empire, and of the Ionian Islands, and consequently he would not have been justified in evacuating the island of Malta, without receiving some other security, which might equally provide for these important objects. His Majesty accordingly feels that he has an incontestable claim, in consequence of the conduct of France since the Treaty of Peace, and with reference to the objects which made part of the stipulations of that Treaty, to refuse, under the present circumstances, to relinquish the possession of the island of Malta.

Yet, notwithstanding this right so clear and so unquestionable, the alternative presented by the French Government to his Majesty, in language the most peremptory and menacing, was the *evacuation of Malta, or the renewal of war*.

If the views of ambition and aggrandizement, which have thus been manifested by the French Government since the conclusion of the Treaty of Peace, have in so very particular a manner attracted the attention of his Majesty, it has been equally impossible for him not to feel, and not to notice, the repeated indignities which have been offered by that Government to his Crown and to his people.

The Report of Colonel Sebastiani contains the most unwarrantable insinuations and charges against his Majesty's Government, against the Officer who commanded his forces in Egypt, and against the British army in that quarter. This paper cannot be considered as the publication of a private individual; it has been avowed, and indeed bears evidence upon the face of it, that it is the official Report of an accredited agent, published by the authority of the Government to which it was addressed, who thereby have given it their express sanction.

This Report had been published a very short time when another indignity was offered to this country, in the communication of the First Consul of France to the Legislative Body. In this communication he presumes to affirm, in the character of Chief Magistrate of that country, "*That Great Britain cannot singly contend against the power of France*;" an assertion as unfounded as it is indecent, disproved by the events of many wars, and by none more than by those of the war which has been recently concluded. Such an assertion, advanced in the most solemn official act of a Government, and thereby meant to be avowed to all the Powers of Europe, can be considered in no other light than as a defiance publicly offered to his Majesty, and to a brave and powerful people, who are both willing and able to defend his just rights, and those of their country, against every insult and agression.

The conduct of the First Consul to his Majesty's Ambassador at his audience, in presence of the Ministers of most of the Sovereigns and States of Europe, furnishes another instance of provocation on

the part of the French Government, which it would be improper not to notice on the present occasion; and the subsequent explanation of this transaction may be considered as having the effect of aggravating instead of palliating the affront.

At the very time when his Majesty was demanding satisfaction and explanation on some of the points above mentioned, the French Minister at Hamburgh endeavoured to obtain the insertion, in a Hamburgh paper, of a most gross and opprobrious libel against his Majesty; and when difficulties were made respecting the insertion of it, he availed himself of his *official character of Minister of the French Republic* to require the publication of it, by order of his Government, in the Gazette of the Senate of that town. With this requisition, so made, the Senate of Hamburgh were induced to comply; and thus has the independence of that town been violated, and a free State made the instrument, by the menace of the French Government, of propagating throughout Europe, upon their authority, the most offensive and unfounded calumnies against his Majesty and his Government. His Majesty might add to this list of indignities the requisition which the French Government have repeatedly urged, that the laws and constitution of his country should be changed relative to the liberty of the press. His Majesty might likewise add the calls which the French Government have on several occasions made upon him to violate the laws of hospitality with respect to persons who had found an asylum within his dominions, and against whose conduct no charge whatever has at any time been substantiated. It is impossible to reflect on these different proceedings, and the course which the French Government have thought proper to adopt respecting them, without the thorough conviction that they are not the effect of accident; but that they form a part of a system which has been adopted for the purpose of degrading, vilifying, and insulting his Majesty and his Government.

Under all these insults and provocations, his Majesty, not without a due sense of his dignity, has proceeded with every degree of temper and moderation to obtain satisfaction and redress, while he has neglected no means, consistent with his honour and the safety of his dominions, to induce the Government of France to concede to him what is, in his judgment, absolutely necessary for the future tranquillity of Europe. His efforts in this respect have proved abortive, and he has therefore judged it necessary to order his Ambassador to leave Paris. In having recourse to this proceeding, it has been his Majesty's object to put an end to the fruitless discussions, which have too long subsisted between the two Governments, and to close a period of suspense peculiarly injurious to the subjects of his Majesty.

But though the provocations which his Majesty has received might entitle him to larger claims than those which he has advanced, yet, anxious to prevent calamities which might thus be extended to every part of Europe, he is still willing, as far as is consistent with his own honour, and the interests of his people, to afford every facility to any just and honourable arrangement, by which such evils may be averted. He has, therefore, no difficulty in declaring to all Europe, that notwithstanding all the changes which have taken place since the Treaty of Peace, notwithstanding the extension of the power of France, in repugnance to that Treaty, and to the spirit of Peace itself, his Majesty will not avail himself of these circumstances, to demand in compensation all that he is entitled to require, but will be ready to concur, even now, in an arrangement by which satisfaction shall be given to him, for the indignities which have been offered to his Crown and to his people, and substantial security afforded against further encroachments on the part of France.

His Majesty has thus distinctly and unreservedly stated the reasons of those proceedings to which he has found himself compelled to resort. He is actuated by no disposition to interfere in the internal concerns of any other State; by no projects of conquest and aggrandizement; but solely by a sense of what is due to the honour of his Crown, and the interests of his people, and by an anxious desire to obstruct the further progress of a system, which, if not resisted, may prove fatal to every part of the civilized world.

Westminster, May 18, 1803.

PLYMOUTH REPORT,

FROM APRIL 27 TO MAY 26.

April 28. Came in from Falmouth the Active revenue cutter, with a number of fine fellows impressed, and volunteers, for the service of the Navy. Yesterday the Resolue, of 44 guns, slop and receiving ship, was hauled down to her old station, near the Salvador del Mundo, of 112 guns, Admiral Lord Keith, K. B. near Milbrook Lake; she was immediately commissioned. A very melancholy accident happened last Tuesday morning off the Bolt Head, east of this port. The brig Britannia, Capt. Bowen, of Biddeford, from Waterford to London, was lost near that point of land; the master and six men were unfortunately drowned, and the mate only saved.

30. The ships fitting for sea at Hamoaze are as follow:—San Josef, of 112 guns, Captain Spicer; Ville de Paris, of 112 guns, Captain Seymour; Prince, of 98 guns, Captain Grindall; Canopus, of 84 guns, Captain ——; Conqueror, of 74 guns, Captain Louis.

May 4. Yesterday the Princess Charlotte, of 44 guns, Captain C. H. Gardner, was completely stripped, paid off in Hamoaze, and laid up in ordinary; the different stores were all previously and regularly deposited in their different departments; the men are to have fourteen days leave by Admiralty tickets to

see their friends. That beautiful sloop of war the Cherwell, of 18 guns, Captain P. Dumaresque, now in Hamoaze (late l'Aurore), is completely rigged and fitted for sea, but wants men. The Spitfire, 24 guns, Captain Keen, is in the same situation, for want of men. Rear-Admiral Dacres has still his flag flying at the mizen, as Port Admiral of this place, although Lord Keith, K. B. superintends the arrangements necessary for the ships fitting for sea.

5. The Dragon, of 74 guns, Captain J. Aylmer, weighed this morning from Cawsand Bay, in order to come into harbour; but in passing St. Nicholas's Island with a young flood, she touched on the sand, and was obliged to bring up in the Sound.

7. The Dragon, of 74 guns, Captain Aylmer, weighed this morning from the Sound, and came into harbour.

9. This morning, before the mail-coach arrived, about half past eight, a private express arrived at the Post-Office, to a merchant here, from his friends in London. The express left London on Friday night, 12 o'clock. It contained an order to stop any ships belonging to their concern, if they arrived here, till farther orders, as the French Ambassador, General Andreossi, had received his letters of recall. This morning the Canopus, of 74 guns, made signals to go into Cawsand Bay, for Hamoaze. Last night there was the hottest press that has been known since the orders for pressing arrived here; a Captain's piquet of 50 men, of the 9th regiment, paraded the streets of the town, very properly to preserve order, and to protect the officers in the press-gangs and constables, from being molested or insulted by the mob. The Impetueux, of 84 guns, was commissioned last Saturday, by Captain T. B. Martin, and is now off the North Jetty Head; she took in her lower masts directly on coming out of Dock. Came in from Torbay, the Courageux, of 74 guns, Captain O. Hardy; she came to in Cawsand Bay, and it is supposed is destined for the Streights.

10. Came in the Sirius, of 36 guns, Captain Prowse, from a cruise; and the Imogene, of 18 guns, Captain Vaughan, from the westward, with impressed men.

12. Came in the Nemesis, of 28 guns, Captain Somerville, from Wales, with impressed men; the Jamaica, of 26 guns, Captain Rose, from Ireland, with volunteers and impressed men from the fleet; the Atalanta, of 18 guns, Captain Masefield, from a cruise; and the Alarm lugger, from Torbay. Sailed, the Ranger cutter.

14. Last Thursday night came in l'Aigle, of 44 guns, Captain G. Wolfe, from Spithead. She brought three Officers and 150 men of the 1st regiment of foot, from the regiment just arrived from Gibraltar. They were immediately, per signal, put into the men of war's launches, and sent on board the Courageux, of 74 guns, Captain O. Hardy, which has received her sealed orders, not to be opened till she arrives in a certain latitude. She has had Blue Peter's flag flying at the fore, as a signal for all hands to be on board, and also for sailing; she expects to sail every hour. The men of war in Cawsand-Bay are pretty well manned.

15. The Nemesis, of 32 guns, Captain P. Somerville, and the Atalanta, of 18 guns, Captain Griffiths, which have been making a cruise of observation off Brest, Ushant, and the Saints, during their cruise saw several French vessels, and one fine day in particular, at day-break, perceived standing directly into Brest outer road a French line of battle ship, of 84 guns, and between seventy and eighty sail of merchant-vessels of different descriptions, supposed to have come coastways from Brest, l'Orient, Rochefort, &c. &c. The Nemesis did not speak them, not being near enough; but the Johnnys rubbed their hands, and swore it would have been a fine haul, had it been but a bit of a war. The Nemesis and Atalanta were relieved by another frigate and a sloop of war, who are left to watch the motions of the French, both with respect to their men of war and merchantmen. Some well-informed French Gentlemen, who were here the other day, bound to the West-Indies, and since

sailed, said, the principal reason of Bonaparte's delay was, if possible, to gain time for the St. Domingo fleet, and other fleets, to arrive home in safety.

19. This morning, at nine o'clock, came in from sea, the Vrow Constantia, Dutch ship, from Surinam to Amsterdam, with a valuable cargo of cotton, coffee, indigo, &c. detained pursuant to orders from Government, and sent in here by the Doris, of 38 guns, Captain Pierson. Had he received his orders thirty-six hours before this capture, he might have captured a French ship of 800 tons, very valuable, from the West Indies. The Vrow Constantia came as a prize, having the British colours flying over those of the Batavian Republic. If condemned, which depends on circumstances, she may be considered as the first prize sent into a British port. The Vrow Constantia sailed from this port about six months ago, on her outward-bound passage to Surinam. It appears that the whole produce of the colony of Surinam is now on the water, in ships which sailed about the time this vessel left it.

23. Arrived the Dutch galliot Windhond, Captain Dirk Merkweff, laden with wine, seeds, and wood, from Bourdeaux, bound to Rotterdam, detained in the Channel on the 19th inst. by the Revolutionaire frigate; also the Dutch ship Orion, about 500 tons burthen, Captain C. Deaucehager, laden with sugar and coffee, from Surinam, bound to Amsterdam, detained in the Channel by Lord Nelson, and brought in by the Amphion frigate, Captain Hardy. Arrived the French brig Alexander, laden with salt, from St. Martin's, bound to Dunkirk, captured by the Revolutionaire and Nemesis frigates. Also the French ship le Centaur, from Havre de Grace, laden with provisions, shot, and shells, bound to Brest, captured in the Channel by the Insolent gun-brig; and a French Chasse Marie, in ballast, captured by the Amelia frigate. Arrived the Insolent, gun-brig, from a cruise. Sailed the Dasher, of 16 guns, Captain J. Delafons, with dispatches for the East Indies; and the Boadicea frigate, Driver and Port Mahon sloops of war, on a cruise in the Channel.

24. The Woodford East Indiaman, from Bengal, came to yesterday off the Sound, hoisted a red flag as a signal, and was in the Offing soon joined by the Dasher, of 18 guns, Captain Delafons, which sailed on Sunday, and proceeded with her as convoy. Came in at one P. M. a large Dutch galliot, with cider and bacon, for Amsterdam, but whom detained by is not yet known. Three P. M. Just came in, a small French privateer, and went directly up Hamoaze; she is fitted as an English trawl boat, and has all the appearance of an English fishing boat.

26. Arrived this day at noon, the French national lugger le Frontier, of 14 six-pounders and 92 men, commanded by Monsieur Latoye, Lieutenant de Vaisseau, captured on the 22d inst. off Ushant, by the Doris frigate, of 36 guns, Captain R. H. Pearson. She mistook the Doris for a West Indiaman, and hauled close under her quarter, for the purpose, it is supposed, of boarding, in which situation she fired three broadsides into the Doris, this last being so close to the lugger, she could not bring her guns to bear upon her; but the marines gave her a volley of musketry, which killed the Captain and eight men, and wounded fourteen of the French crew, whereupon she immediately struck. The above lugger was stationed off Ushant to reconnoitre the British fleet, and the instructions she had for the purpose have been taken, whereby it appears that she was to communicate the movements of the British fleet, by signal, to the telegraph at Ushant, from whence they were to be immediately conveyed to Brest; *that she was not to make any captures*, nor to suffer any insult to be offered to the French flag. Came in a fine Batavian ship, called the Berbice, of Berbice, for Amsterdam, with coffee, sugar, cocoa, and cotton; she is 400 tons, and is valued at 20,000l. With a magnanimity worthy the British Government, an order came down to day to liberate the five French fishing-boats, captured last week by our cruisers; they are now getting under weigh for France. Came in the Ranger, 14 guns, Frazer, from off the coast of France.

PORTSMOUTH REPORT,

FROM APRIL 28 TO MAY 28.

April 28. Arrived the Locust gun-vessel, Lieutenant Lake; and the Censor, Lieutenant Atcheson, from the Downs. Sailed the Calcutta, 54 guns, Captain Woodriff; and the Ocean transport, with convicts and settlers on board, for New South Wales; also the Castlereagh and Lord Howe, East Indiamen, for Madras. Governor Lord Bentinck, Lady Bentinck, and suite, are gone passengers in the Lord Howe. This afternoon arrived the Pique frigate, Captain Cumberland, from the Eastward. Went out of harbour, the Sterling gun-vessel, Lieutenant Guyon. The Royal Sovereign, Captain Curry; and the Britannia, Captain Kittoe, of 100 guns each, have, by the exertions of about forty Marine Society boys, and the convicts belonging to the Captivity hulk, been got in a state to proceed to Spithead.

29. This afternoon arrived the Isis, of 50 guns, Captain Lobb, from the North Sea. She will be immediately stored and victualled to receive the flag of Vice-Admiral Gambier, for Newfoundland. The Aurora, of 28 guns, Captain Malton, and the Camilla, of 20 guns, Captain Taylor, part of his squadron, will sail to-morrow for that station. Yesterday the Eurydice, 24 guns, Captain Malcolm, lately returned from the East Indies, was paid off.

May 1. Sailed the King Fisher, Ant, Swan, and Lord Howe sloops, with troops for Jersey. The Russell, of 74 guns, Captain Williams, is ordered to join the squadron at Torbay, and will sail on Monday. The Isis, of 50 guns, Captain Lobb, which came in yesterday, fell in with his Majesty's ship Utrecht, Captain Rogers, on Wednesday evening, and immediately Rear-Admiral Thornborough shifted his flag from the Isis to that ship. The Isis soon after parted company, leaving off Goree the following ships: Utrecht, 64 guns, Rear-Admiral Thornborough, Captain Thomas Rogers; Africaine, 44 guns, Captain Manby; Leda, 38 guns, Captain Honeyman; Hydra, 38 guns, Captain Mundy; Ambuscade, 38 guns, Captain Atkins; Constance, 24 guns, Captain Griffiths; and two revenue cutters. There were three French frigates in Helvoetsluys, where it was believed the whole of the Louisiana expedition had disembarked.

2. Came into harbour the Penguin sloop of war.

5. This morning sailed the Aurora, of 28 guns, Captain Malbon, and the Camilla, of 20 guns, Captain Taylor, for Newfoundland; but they were obliged to bring to about St. Helen's. The Expedition troop-ship, Captain Withers, is ordered to take the troops which she brought from Malta to Guernsey. The Morgiana sloop of war, Captain Raynsford, is ordered to be victualled and stored for foreign service, and to sail immediately for Plymouth. Her ultimate destination is said to be the West Indies. Sailed the Censor gun-vessel, Lieutenant Atcheson, and the Locust, Lieutenant Leake, for the Downs. The Russell, of 74 guns, Captain Williams, has fired a gun and loosed her topsail. She will sail to-morrow morning for Torbay.

6. Dropped down to St. Helen's, the Russell, of 74 guns, Captain Williams, bound to Torbay.

7. Orders were received this morning at the Dock-yard, for a return to be made of all ships whose state requires the least repair, to render them sufficient for two years' service, and to report what time it will take to get them ready. And we learn that, in addition to the ships already ordered and in commission at this port, two of 98 guns and six of 74 guns, will be ready in five weeks. An express arrived here about noon, with orders to press from all protections; in consequence of which about 700 men were obtained in this town, Portsea, and Gosport. The soldiers aided in this service, guarding all the avenues. Captains Durham, Lake, and Hill, of the Navy, were very active in lending their assistance. Sailed the Russell, of 74 guns, Captain Williams, for Torbay; Expedition, armed *en flute*, Captain Withers, for Guernsey, with troops; Acasta, of 32 guns, Captain Oswald, for Yarmouth; La Pique, of 38 guns, Captain

Cumberland, for Cork; Aurora, of 28 guns, Captain Malbon; and Camilla, of 20 guns, Captain Taylor, for Newfoundland; also the Pigmy cutter, Lieutenant White, on particular service. Arrived the Driver, sloop of war, Captain James, from a cruise. The Grampus, Captain Caulfield, is ordered to the Downs; in consequence of which Lord Gardner's flag will be hoisted on board the Puissant. The Chichester store-ship, Captain Spear, which has been under orders for Lisbon, to bring home the stores of the Victorious, was this day countermanded, and ordered with the Alligator, Captain Richardson, to be fitted with every possible haste, to take in troops. A. Lindegren, Esq. the Hon. East India Company's Agent at this port, received an order this morning (by express), signed by several of the Court of Directors, to prevent the sailing down Channel of six outward-bound East Indiamen, which went from the Downs yesterday morning. They had, however, passed the Isle of Wight about two hours before the order was received; but we understand, that vessels have been dispatched to order their return into port, should they be so fortunate as to overtake them. This is considered the strongest intimation of war that has occured since the armament. The Sir Edward Hughes, East Indiaman, passed the Isle of Wight this morning for the Downs; she sailed from St. Helena nine days after Sir Roger Curtis and his squadron, which are not yet arrived.

8. We are all much alarmed here with a military impress, particularly on Saturday afternoon, when all the gates of the town were shut, and soldiers placed at every avenue. Tradesmen are taken from their shops and sent on board the ships in the harbour, or placed in the Guard-house for the night, till they could be examined; if fit for His Majesty's service, were kept; and if in trade, set at liberty.

9. Arrived the Pigmy cutter, Lieutenant Martin White, from the Eastward. The Grampus, of 50 guns, Captain Caulfield, as soon as her complement of men is completed, and her bounty paid, will sail to join Admiral Thornborough's squadron, off Goree.—This morning an express arrived at Major General Whitelocke's, ordering the Royals, who are lately returned from Gibraltar, to be embarked immediately on board the l'Aigle frigate, Captain Wolfe, and the Chichester, troop ship, Captain Spear; it is supposed, for the West Indies.

11. Arrived the Expedition, armed en flute, Captain Withers, from Guernsey. The Acasta, of 36 guns, Captain Oswald, sailed from this port, on Saturday last, for Lymington, where the Hon. Admiral Cornwallis embarked on board of her, and sailed for Torbay, to take the command of the Channel Fleet. This morning went out of harbour the Endymion, of 44 guns, Hon. Captain Paget; Topaze, of 36 guns, Capt. Lake.

13. Sailed the Expedition, of 44 guns, Captain Withers, to the Eastward, to be paid off. Passed by for London, the St. Vincent, Johnson, from St. Vincent's. Mr. Gambier, who is appointed Consul General at Lisbon, is arrived here to take his passage.

14. Lord Nelson has sent his baggage here, to the care of his old Captain (Hardy, of the Amphion). And we are assured that his Secretary sleeps in his Lordship's house, to set off at a moment's notice. The Diana frigate, Captain Maling, failed from Naples on the 12th of April, for this Port, with the children and baggage of Lord Elgin. His Lordship is coming to England overland. Letters received in town state the arrival of His Majesty's ship l'Hercule, of 74 guns, Captain Ferris, at Guadaloupe, on the 5th of April last, from this port. She was remarkably healthy, had a very fine passage, and was shortly to proceed for Jamaica. The Blenheim, after getting on shore, and throwing 18 of her guns overboard, was going to Martinique. Elephant, Vanguard, and Bellerophon, of 74 guns, and Desirée, of 40 guns, continued in Port Royal on the 7th. The Goliah, Cumberland, Theseus, of the line, were on a cruise; as were the Tartar, Shark, and Balto; the latter off the North side of Jamaica, and the Calypso off Cape Tiberon.

16. Arrived the Victory, of 100 guns, Captain S. Sutton, from the eastward, to receive the flag of Vice-Admiral Lord Nelson. She has come to at St. Helen's Expresses were this morning received by Admiral Lord Gardner, and General Whitelocke, from the Admiralty, and the War Office; in consequence of which, the Pigmy cutter, Lieut. M. White, sailed immediately for Guernsey: and the 31st and 40th regiments received their route to march on Wednesday morning, for the coast of Sussex. They will be replaced by the Gloucester, Worcester, and Herefordshire Militia. The Pigmy, it is supposed, is gone with orders to lay an embargo on all French vessels lying at Guernsey and Jersey. An order was yesterday received by the Collector of the Customs, to lay an embargo on all vessels belonging to France, lying at this port. Yesterday, conformably to orders received by our Naval Commander in Chief, the seamen belonging to the Excellent, of 74 guns, Captain Nash, and the Penguin, of 18 guns, Captain M'Farland, lately returned from foreign stations, were informed, that the present circumstances of the country would not allow the Admiralty to grant them the usual protection of fourteen days, when they were paid off, when every man belonging to them determined to enter on board those ships which are fitting in the harbour. As soon as the ships' books are ready for their discharge, they will be paid their wages, and go on board the Prince of Wales, Captain Giffard, and the Windsor Castle, Captain Durham. This spontaneous act shews the natural character of British seamen, and evinces that not one would refuse his services when real necessity calls for it.

20. Sailed the Victory, of 110 guns, Vice-Admiral Lord Nelson, First Captain George Murray, Second Captain Sutton; and the Amphion, of 32 guns, Captain Hardy, for the Mediterranean. The Hon. Mr. Elliott, Minister to Naples, and the Hon. Captain Elliott, of the Navy, went passengers in the Victory. Lord Minto arrived yesterday with his brother and son, and after going on board the Victory with them, returned and set off for London. Such was the anxiety of Lord Nelson to embark, that yesterday, to every one who spoke to him of his sailing, he said, "I cannot before to-morrow, and that's an age." This morning, about ten o'clock, his Lordship went off in a heavy shower of rain, and sailed with a northerly wind.

24. This morning arrived the Charon galliot, Pikeman, from Amsterdam for Oporto, with iron and cheese; and Juno ship, Sankstarch, from Bourdeaux to Bremen, with wine and coffee, detained by His Majesty's schooner Ant.—Three French brigs, all laden, one French sloop, a Danish East Indiaman, and a dogger, are just now anchored at Spithead, supposed to be either detained or captured.

Promotions and Appointments.

Captain Giffard, to the Prince of Wales.
Captain Newhouse, to the Dictator.
Captain Tonyn, to the Batavier.
Captain Hawkins, to the Ambuscade.
Captain Beresford, to the Phœnix.
Captain Baker, to the Unicorn.
Captain Losack, to the Romulus.
Captain S. Jackson, to the Autumn.
Lieutenants Hills, Garrett, Millar, and Wilbraham, to the Amethyst.
Lieutenants Godfrey and Ferris, to the Prince.
Lieutenant Meade, to the Cambrian.
Lieutenant Bishop, to the Kent.
Lieutenant Raynor, to the Doris.
Lieutenant W. Webb, to the Texel.

Mr. John Savage, to be Purser of the Orpheus.
Mr. F. Atkins, of the Woolwich, to the Endymion.
Mr. R. Holmes, of the Temeraire, to the San Josef.
Mr. Hillier, of the Pompee, to the Temeraire.
Mr. Ballinghall, of the Polyphemus, to the Pompee.
Mr. Kennedy, of the Beschermer, to the Polyphemus.
Admiral Cornwallis is appointed to command the Channel Fleet.
Captain W. A. Ottway, to be Commissioner at Gibraltar.
Captain Ricketts, to the Ville de Paris.
Captain T. Baker, to the Phœnix.
Captain Lucius Hardyman, to the Unicorn.
Captain H. Hill, to the Orpheus.
Captain D. Macleod, to the Sulphur.
Captain J. Sykes, to the Hecla; and
Lieutenant R. Baley, to the Pearl, slop ship.
Captain T. B. Martin, to the Impetueux.
Captain J. Manley, to the Spartiate, *vice* Murray.
Captain C. Bullen (acting), to the Minerve, *vice* Brenton.
Captain W. Wilkinson, to the Gorgon.
Hon. Captain Stopford, to the Spencer.
Captain Yorke, to the Queen.
Lieutenant Fennel, to be First of the Minerve.
Lieutenant J. James, to the Matilda, hospital ship.
Lieutenant Shepherd, to the Basilisk.
Mr. Lara, Surgeon of the Minerve, to the Prince of Wales; and
Mr. Allen, to the Minerve.
Lieutenant Hawtayne, to the Isis.
N. Taylor, Esq. formerly Storekeeper of the Naval Transport Store at Portsmouth, now residing at Chichester, is appointed Storekeeper at Malta.
R. Beddick, Esq. is appointed Agent to the Royal Hospital at Plymouth.
Captain E. Brawn, to the Squirrel.
Captain Ryves, to the Gibraltar.
Captain Schomberg, to the Agincourt.
Mr. V. Newton, of the Ganges, to be Lieutenant of the Santa Margaretta.
The Earl of Northesk, to the Britannia.
Captain Bertie, to the Windsor Castle.
Captain Durham, to the Defiance, the fastest sailing ship of her rate in the Navy.
Captain Milne, to la Seine.
Captain Adam, to la Chiffonne.
Captain Puget, to the Foudroyant, the flag-ship of Sir Thomas Graves.
Captain Jervis, to the Magnificent.
Captain G. Hope, to the Atlas.
Captain W. Hope, to the Defence.
Captain Downman, to the Grampus.
Captain Pelly, to the Beaver.
Captain Joyce, to the Discovery.
Captain Steward, to the Ceres.
Hon. Captain Gardner, to the Ruby.
Richard Harrison, Esq. to be Agent for Transports.
Lieutenant Howard, to the Blanche; and
Lieutenant Boyce, to the Windsor Castle.

Captain Henry Waring is appointed to the command of the Serapis, of 44 guns, lying at Deptford, and fitted as a store-ship. This Officer served many years in the East Indies on board the Phœnix frigate, under the command of the late highly-esteemed Captain Byron, and afterwards under Captain Sir R. J. Strachan, at the time the Phœnix frigate, on her return from the East Indies engaged the Resolue French ship, and had the honour of capturing the first French colours taken this war. Mr. Waring afterwards served on board the Alexander and Saturn in the Channel fleet, and as Lieutenant of the Foudroyant, in the Mediterranean, until he was appointed one of Lord St. Vincent's Lieutenants in the Ville de Paris, and was made Commander in the promotion which took place at the proclamation of peace in April 1802.

BIRTHS.

On May 5, at Farley-hill, Surrey, the Lady of Captain Pierrepont, of the Royal Navy, of a son.

Lately, at Newport, in the Isle of Wight, the Lady of Lieutenant Trickey, of a son.

MARRIAGES.

On April 28, at St. Bartholomew's the Great, Nathaniel Belchier, Esq. of the Royal Navy, to Miss Bryant, daughter of the Rev. Edward Bryant, of Newport, Essex.

On Monday, the 9th May, at East Horsley, Surrey, the Hon. Henry Blackwood, Captain in his Majesty's Royal Navy, to Miss Gore, daughter of the late Governor Francis Gore.

On the 14th May, at St. George's, Hanover-square, by the Rev. Edmund Cartwright, Prebend of Lincoln, Captain Whyte, of the Royal Navy, son of General John Whyte, to Mrs. Mowbray, widow of George Mowbray, Esq. of Mortimer, in the county of Berks.

On May 18, Captain Sir William Bolton, of the Royal Navy, to Miss Catherine Bolton.

OBITUARY.

Lately, Lieutenant Confidine, Commander of his Majesty's gun-brig Grappler.

On the 17th April, at Torryburn, Scotland, Lieutenant Auld, of the Royal Navy.

Lately, aged 63, in Somerset-place, the Lady of Sir John Henslow, First Surveyor of his Majesty's Navy.

At Brompton, on Saturday, the 23d April, after a long illness, Captain James Dalrymple, of the Royal Navy, in the 29th year of his age.

On the 25th April, at Hereford, Captain W. Jackson, of the Navy, aged 57.

Lately, Major Thomas Thorpe Fowke, of the Royal Marines.

At Darn Hall, on the 2d May, Vice-Admiral Sir George Home, Bart. of Blackadder, in Scotland. Sir George was made a Post Captain in 1779; a Rear-Admiral in 1797; and a Vice-Admiral in 1802. Sir George ranked next to Lord Nelson.

We are extremely concerned to learn, that a letter received from an Officer on board the Bellerophon, of 74 guns, Captain Loring, at Jamaica, states, that a dreadful mortality had raged on board that ship. She had lost several Officers, and upwards of 100 of her crew. Among the Officers who have died are, Mr. John Hewitt, son of Lieutenant Hewitt, of Portsea; Mr. Maxwell, Midshipman; and Mr. Young, Surgeon. The letter is of a recent date.

Lately, Lieutenant-General Perkins, on the retired list of the Royal Marines.

On crossing the line, on board the Diomede, Mr. Riley, Surgeon of that ship.

THE

Marine List

OF

SHIPS LOST, DAMAGED, &c.

THE Milford, Langley, from Honduras to Briſtol, was ſeen the 9th of January (by Captain Rebley, of the Aſtæon, arrived at Jamaica), bearing away for Truxilla, having four feet water in the hold.

The Sally, Jackſon, was condemned at Martinico the 22d of January.

A large veſſel, laden with hemp, iron and deals, was found off the iſland of Mull, the 27th of March, without any perſon on board.

The Lucy, Lamont, from Charlſton to Belfaſt, was driven on ſhore in a violent gale of wind, on the 19th of March, near Dumfries, and will be loſt. Part of the cargo expected to be ſaved. One man drowned.

The brig, ——, Captain Leroy, from Rochelle to Granville, is loſt.

The Harlequin, Conner, from Hull to Hambro' is ſtranded near Heligoland.

The Marquis Marialva, is loſt in Moſambique Channel.

The Sophia Margaretta, Meyerdirks, from Riga to Bremen, is wrecked near Heligoland. Crew ſaved.

The Sophie, Kerlian, from L'Orient to Breſt, is loſt near Audierne.

The Omheten, Browell, from London to Stockholm, has been on ſome rocks, and put into Soggendahl, Norway, with much damage, and will be obliged to diſcharge her cargo.

La Marie de Grace, ——, from Havre to Breſt, was loſt the 16th of March near Iſle de Bas.

Captain Duell, of the William and Henry, arrived in the river from Jamaica, fell in with the brig Centurion on the 21ſt of January, from Wilmington to St. Auguſtine, in lat. 32. 30. long. 76. full of water and her main-maſt gone. The Captain and five people drowned. The three remaining men he took on board.

Captain Ottway, arrived at Dover from Grenada, ſpoke the Re-Union, from Goree to Havre, on the 25th of March in lat. 49. 30. long. 11. 20. in great diſtreſs, having had the Mate and five people waſhed overboard. Supplied them with proviſions, &c.

The Alert, Brehant, from Spain to Guernſey, is ſtranded on the coaſt of Spain. Great part of the cargo landed, and the whole is expected to be ſaved.

The Flora, Mounſden, from Honduras to Liverpool, has put into Charleſton in diſtreſs, where ſhe is unloading to be repaired.

The Swediſh ſhip Peace, Captain Jervin, was entirely diſmaſted, and received other damage, at Alicant, on the 13th of March, by running foul of two veſſels.

A letter from Palermo, dated the 15th of February, ſtates, that in conſequence of a heavy gale, two ſhips, loading on the coaſt of Sicily, were miſſing; that the ——, Captain Walton, was on ſhore at Fiume de Naro; and the ——, Captain Gibbons, had drove out to ſea.

The Fair American, Tate, failed from Gibraltar in February 1802, bound to New York, and has not ſince been heard of.

The Molly, Sellers, from London to Jamaica, was loſt on the 20th of January at the north ſide of Point Naga, in Teneriffe. Captain and crew drowned. One paſſenger ſaved.

The Kitty, Fletcher, from Madeira, is arrived at Liverpool with the cargo of the Eliza, Williams, from Charleſton, that was ſtranded there.

The Prompt, of Dyſart, Captain Lavrick, put into Fredricksverk, the 25th of March, having been on Anhalt Reef.

The Harlequin, Conner, from Hull to Hambro', which was on ſhore at Heligoland, is got off, and the cargo landed.

The Nymph, Blight, from Liſbon to Cork, was wrecked on the 1ſt of April, near the Saltee Iſlands.

The Earl Howe, Maryſon, from Zante to London, is loſt near Palermo.

The Sally, Dent, having ſprung a leak on her voyage to the Cape de Verds, put into Liſbon, where ſhe has unloaded to repair.

The Ann, Milroy, from Amſterdam to Riga, has been run foul of by a Dane, and received much damage.

The Canada, Watkins, from the coaſt of Spain to Briſtol, was loſt the 27th of March, in the Bay of St. Feleu.

The l'Eclair, Kurſt, from Marans to Nantes, is on ſhore at the entrance of the Port des Sables.

The Thomas, Wilſon, from Liverpool to New Orleans, put into Jamaica in diſtreſs, and failed from thence the 14th of February, for her deſtination.

The Brittannia, Bowen, from Waterford to London, was loſt the 18th of April, on the Bolt Head, near the Land's End; only the mate ſaved.

The Margaret, Muir, from Virginia for Barbadoes, was loſt near Bermuda, the 19th of January.

The Creſcent, Todd, from Leghorn to London, has put into Carthagena in diſtreſs, having loſt her fore-maſt, bowſprit, anchor, boats, and every thing waſhed off deck in a very heavy gale of wind, the 6th of March.

The Adventure, Baſhford, from Charleſton to the Havannah, is wrecked on Abdico. Captain arrived at New Providence.

The Maria, of London, from Honduras to Charleſton, is wrecked on the coaſt of Florida. Crew and materials ſaved. The cargo expected to be ſaved.

The Fiſhburn, Leake, for London, failed from Honduras, the 18th of February, and was loſt on the rocks near that place, on the 19th of the ſame month.

The Brothers, Riſing, from London to Charleſton, has put into New York with loſs of maſts.

The General Abercrombie, Booth, from Africa, is loſt at St. Croix. Moſt of the cargo ſaved.

The Vine, M'Intire, from Cork to London, put into St. Ive's, the 20th of April, with loſs of anchors and cables.

The Ringmore, Park, from Waterford to Newfoundland, is put into Plymouth leaky.

The Factor, Caldwell, for New York, is put back to Clyde diſmaſted.

The ſloop John and Mary, of Sunderland, is wrecked on Trinity Sands, in the Humber.

The Catherine, Bruthen, from Caernarvon to London, with ſlates, was loſt near Milford, the 19th of April.

The Charles, Smith, from London to Yarmouth, is on ſhore at Loweſtoffe.

The Lexington, Minerva, and Providence tranſports, and the Brigetta Elizabeth, Wend, from Surinam, have received much damage at Helvoet during the late bad weather.

The Pomona, Vandervort, bound to China, after loſing anchors and cables, was driven on ſhore the 19th of April, in the Texel.

The Maria, Parker, of North Shields, from Greenock, for Memel, in ballaſt, is on ſhore near Irvine, and full of water, and it is feared will be totally loſt.

The Ann and Bell, Orr, from Irvine to Dublin, is loſt at Strangford.

The Mary, Meadows, from Liſbon, is on ſhore near Dover.

L'Innatendu, Diedrickſen, from Cette to Antwerp, is ſtranded on the coaſt of Spain, near Valencia. A ſmal part of the cargo will be ſaved.

The Elizabeth, Denny, from Oporto to Londonderry, is loſt at Movill Bay.

The Liberty, Thurſton, from Philadelphia to Antwerp is on ſhore at Fluſhing. The cargo expected to be ſaved.

The Swan, Allen, from Liverpool for Narva, was loſ on Long Iſland, the 19th of April. Two of the cre drowned. The Mate reports that two other veſſels a also loſt there.

The Reliance, Allen, from Newcaſtle to Jamaica, is lo near Bamff.

The Duke of Kent, Parry, from Liverpool to the We Indies, is ſtranded at Sligo. Crew ſaved.

The ſloop Newburgh, of Appledore, bound to Swanſe is ſunk at Penzance. People ſaved

The Ann and Mary, M'Ewen, from Clyde to Montre put back to Lochryan, the 25th of April, with damage.

The Unity, Graham, from Liverpool to Montreal, p into Londonderry the 24th of April in diſtreſs.

BIOGRAPHICAL MEMOIRS OF

JOHN ELLIOT, Esq.

ADMIRAL OF THE WHITE SQUADRON.

Immortal in the womb of time,
His worth descends to ancient days;
Glorious and great, in pleasing rhyme,
Infants unborn shall lisp his praise:
With Raleigh, see! with Drake his laurels grow,
Who sought, who saw, who beat th' insulting foe.

ANON.

THE observations with which we prefaced our Memoirs of the gallant Lord Hotham, apply also to this gentleman, concerning the early part of whose professional career, we have to state with regret, that our information is not sufficiently correct to be relied on. Mr. Elliot's commission as Post Captain is dated the 5th of April 1757, but whether he immediately received any command in consequence of being raised to that rank, is uncertain. In the course of the year 1758, he was appointed to the Æolus frigate, of 32 guns, a remarkably fine vessel of her class, and just off the stocks. In this ship, on the 15th of March the following year, he captured the Mignone, a small French frigate, of 20 guns, and 143 men, after a brisk, though short, engagement, in which the French Commander, the Chevalier de Transville, and a considerable number of men, were killed, and the Second Captain and twenty-five men were wounded: the loss sustained by the Æolus was no more than two or three men wounded.

Early in the year 1760, Captain Elliot was employed on the Irish station, and had the good fortune of an opportunity to distinguish himself in a most eminent manner. We allude to his memorable engagement with the celebrated Thurot, one of the ablest Officers that the French marine ever produced. Before we proceed to a relation of the action which took place between them, we shall present our readers with a succinct account of the proceedings of

Thurot's squadron, from which they will be able to form a judgment of the value of Captain Elliot's services on that occasion. Thurot's squadron consisted at first of the following vessels :—

Ships.	Guns.	Seamen.	Soldiers.
Le Mareshal de Belleisle,	48	226	430
Le Bezon, - -	36	200	400
La Blande, - -	36	200	200
La Terpsichore, -	24	60	170
L'Amaranth, -	24	40	100

These were ready to have proceeded to sea early in the month of September 1759, but remained blocked up in Dunkirk, by a squadron under Commodore Boyce*, till the 15th of October, when Thurot taking the advantage of a hazy night, slipped out, and got safe to Ostend. Next morning, the weather being tempestuous, le Bezon broke her cable, and was driven out to sea; the rest of the squadron cut their cables, and followed her. After beating about ten days, they all arrived at Gottenburgh, where they staid a fortnight, and then sailed for Bergen in Norway, where they arrived on the 17th of November; but the weather being stormy, le Bezon was separated from the fleet in the passage, and received so much damage, that she was obliged to return to France. The other four ships remained at Bergen til the 5th of December, when their provisions beginning to grow short, they put to sea again, and in a short tim arrived off the island of the north of Scotland, where the beat about six weeks, getting on board such necessaries a they could procure. On the 24th of January 1760, a gal springing up from the north, they made sail for Ireland, an in a few hours discovered the coast, upon which preparatior were made to land the next day. But a violent stor arising in the night, Thurot found it expedient to make sa for Derry, which he might have reached the next day, but

* For some interesting anecdotes relative to the life of this gallant Officer, *vide* Vol. VIII. page 63.

being unwilling to land in the evening, he kept off, and made preparations for landing in the morning. In the night they continued to approach the shore, but, as they were doubling the point of Derry, the wind changed, and they were once more blown out to sea.

The storm increased with such violence, that the whole fleet was in the utmost danger; la Blande was obliged to throw four of her guns overboard; and the Amaranth being separated from the squadron, Thurot saw her no more, but she afterwards got into St. Maloes.

As the men had now been some time at short allowance, and the ships had suffered considerably by beating about in tempestuous weather, the Captains bore down on the Commodore next morning, and earnestly requested him to return to France: this he refused to comply with; but to give his people some refreshment, determined to go on shore at the island of Ilay.

On the 16th of February, the ships were discovered by the people on shore, who imagined them to be English vessels that wanted pilots, as the coast was dangerous and rocky. Two gentlemen, therefore, Mr. M'Neal and Mr. M'Donald, went out in a small boat, and were received on board the Belleisle before they discovered their mistake. They were immediately conducted to Thurot's cabin, whom they found to be a man of good appearance, not more than eight and twenty years old: he was sitting at a table with about twelve Officers; and when the gentlemen were introduced, he rose, gave them the chief place, and ordered wine and glasses to be set before them. Thurot addressed them in English, and the first compliments being over, he inquired about a safe harbour. After a short conversation, Mr. M'Neal was desired to go on shore, and tell the country people, that they had nothing to fear, all he wanted being some fresh provisions, for which he would pay ready money.

At night the ships anchored in Claggencarrock Bay, when two of Thurot's long-boats plundering two sloops that lay there at anchor, one of them belonging to Mr. M'Donald,

from which they took five tons of flour. This violence was committed without the Commodore's knowledge, and in the morning when he heard of it, he paid Mr. M'Donald fifty guineas for his flour, and insisted upon his keeping the whole sum, though he told him it was more than the flour was worth. Soon after this it having been agreed that Mr. Campbell, of Ardmore, should furnish the fleet with some cattle, poultry, and other provisions, two hundred of the soldiers were sent on shore to bring them off. The rest of the troops were also permitted to land, and to so deplorable a condition were they reduced from their long want of vegetable diet, that the moment they got out of the boats they began to dig up every green thing they saw upon the ground, even the grass, which they devoured with the utmost eagerness. Mr. Campbell having delivered forty-eight steers, the General of the land-forces offered him twenty shillings a piece for them, and tendered him a bill upon the French resident at the Hague for the money; but Campbell being unwilling to accept such payment, complained to Thurot, who told him that the bill was not worth a farthing, and having upbraided the General for his unworthy conduct, obliged him to give fifty shillings a head for the steers, to pay down fifty guineas in part, and draw a bill for the remainder on the French King's banker at Paris, which he assured Mr. Campbell was good: every thing else was paid for in ready money.

From Ilay the squadron sailed to Carrickfergus, and on the 20th of February arrived off the bay. The next day they anchored at noon, and at three in the afternoon they landed their forces, which were reduced by sickness, and the separation of le Bezon and l'Amaranth, to 600 men. While the fleet was coming to an anchor, they were discovered and suspected to be enemies by the people on shore; the small number of troops belonging to the garrison being then exercising about half a mile on the road to Belfast, the guard was turned out, made up, and marched off, to relieve the one doing duty over the French prisoners in the castle; the rest of

the men continued in the field of exercise, where an account was soon brought, that the three ships just come to an anchor, had taken and detained three fishing-boats, and with them several others were plying on and off betwixt the shore and the ships. On which, immediate orders were sent to the castle to continue both guards under arms, double the sentries over the French prisoners, and be particularly strict and watchful over them. After the troops had assembled in the market-place, Lieutenant Hall went off with a reconnoitring party, and took post on a rising ground, from whence they could have the most extensive views; where he plainly perceived eight boats landing armed men, who drew out in detachments, and took post on the dykes, hedges, and all the rising grounds, from whence they obtained the most commanding prospect; Lieut. H. therefore gave orders to his non-commissioned officers and men, to watch the approaches of the French, and take particular care they did not surround them, by going along the foot of the hill; to prevent which, he posted them himself, and gave orders that as soon as the enemy's advanced guard came within shot, to fire upon them, and continue to do so until they were repulsed, or obliged to retreat: if the latter, he ordered them to take every advantage of ground, to retard the enemy's approach, and to be sure to keep a communication with the town: he then went to the town himself, where he found Lieutenant-Colonel Jennings, and acquainted him with what he had done; upon which Jennings, with the troops of the parade, ordered detachments to be made to defend the gates and avenues of the town. Soon after these necessary measures had been adopted, the reconnoitring party retired, having spent all their ammunition: but during their skirmish, the Lieutenant-Colonel and Chief Magistrate of the town, sent off the Sheriff, and Mr. Mucklewaine, a Captain of the militia of the Corporation, with orders to convey the French prisoners of war with all speed to Belfast, where they were to receive further instructions. By

this time the enemy were in full march for the town, and two or three straggling hussars, mounted on horses they had picked up after landing, attempted to enter the gates; they retired on the first fire, but were soon supported by parties on foot, who attacked both the north and south gates, and the walls of Lord Donegal's garden; but these were also repulsed and kept back as long as the men had ammunition; when their ammunition was spent, Lieut. Col. Jennings ordered the whole to retire to the castle. Before the gates of the castle were shut, the enemy appeared in the market-place, and might then have been destroyed, if our people had not been without ball; but finding our fire grow slack, they attacked the gates sword in hand, and at length having forced them, marched in. Lieut. Col. Jennings, Lord Wallingford, Captain Bland, Lieutenant Ellis, with some other gentlemen, and about fifty men, still made a stand, repulsed the enemy, and beat them back. A few Irish boys defended the gate with their bayonets; and those from the half moon battery, after their ammunition was gone, threw stones and bricks; so that the enemy retired under cover, leaving the gate open, without men in the front of it, which gave the Officers a short time to consider what was best to be done. Having no ammunition, they could not sally; and if the gate could be defended, the breach in the castle wall could not, it being near fifty feet long; they all, therefore, agreed, that a parley should be beat, and Lieutenant Hall sent out to know on what terms they might surrender, which was accordingly done: he found the greater part of the enemy under shelter of the old walls and houses before the castle gate; and, after the usual ceremony, asked the Commandant (the General being wounded,) what terms would be given, and at the same time sent the drum to call Lieut. Col. Jennings out of the castle, to treat with the French Commandant on articles of capitulation, which were as follows, *viz.*

That the troops should march out with all the honours of war, and the Officers to be on their parole in Ireland, and that an equal num-

ber of French prisoners should be sent to France, within one month, or as soon as ships could be got ready for that purpose.—*Granted.*

That the castle of Carrickfergus should not be demolished, or any of the stores destroyed or taken out of it.—*Granted.*

That the town and county of Carrickfergus should not be plundered or burnt, on condition the Mayor and Corporation furnished the French troops with necessary provisions.—*Granted.*

These were the verbal articles; but on writing them, the French Commandant, after consulting his principal Officers, declared he could not answer to his master, the French King, granting to his Britannick Majesty the stores in the castle, which he insisted upon, and Colonel Jennings had it not in his power to refuse; and the magistrates of Carrickfergus not furnishing the French with necessary provisions, they plundered the town, declaring it was their own fault, as they were convinced they had it in their power to supply them, as they had found enough in the town afterwards. The troops after this re-embarked, having thrown the powder they found in the magazine into the sea. For the above particulars we are chiefly indebted to the periodical publications of the day. We must now return to Captain Elliot.

On the appearance of the French off Carrickfergus, a dispatch was sent from the Lord Lieutenant of Ireland to Captain Elliot, who was then lying at Kinsale, having in company with him the Pallas and Brilliant frigates, of 36 guns each; the dispatch arrived on the 24th of February, and so much expedition was used by the Commanders of the British frigates, that two days afterwards they were off Carrickfergus. The wind proving contrary, and the weather bad, the British ships could not get in; but Captain Elliot having learned that the enemy had sailed, he directed his pursuit accordingly, and was fortunate enough to discover them on the morning of the 28th. A chase was immediately commenced, and with such success, that about nine Captain Elliot came up with Thurot himself, and brought him to close action. For the particulars of the engagement

we refer our readers to Captain Elliot's official letter, which had the honour to be published in a *Gazette Extraordinary*, a thing, we believe, wholly unprecedented, and of which no example has since occurred, that an engagement between frigates should be announced to the public in such a manner:—

ADMIRALTY-OFFICE, *March* 3, 1760.

Copy of a Letter from Captain ELLIOT, *of his Majesty's Ship Æolus, to Mr.* CLEVELAND, *dated in Ramsay Bay, in the Isle of Man, the 29th of February* 1760.

Be pleased to acquaint the Right Honourable my Lords Commissioners of the Admiralty, that on the 24th instant I received information at Kinsale, from his Grace the Lord Lieutenant of Ireland, that there were three ships of the enemy's at Carrickfergus. The same evening I sailed with his Majesty's ship under my command, together with the Pallas and Brilliant, in quest of them. I made the entrance of Carrickfergus on the evening of the 26th, but could not get in, the wind being contrary, and very bad weather. On the 28th, at four in the morning, we got sight of them, and gave chase. About nine I got up alongside of their Commodore (off the Isle of Man), and in a few minutes after the action became general, and lasted about an hour and a half, when they all three struck their colours. They are the Marshal Belleisle, of 48 guns, and 545 men, including troops, M. Thurot, Commander, who is killed *; the la Blande, of 36

* As our readers, perhaps, may be curious to know something of a character who made so much noise in his day, and filled the coasts of Scotland and Ireland with alarm, we extract the following particulars concerning him from a pamphlet written by a clergyman, which appeared soon after his death:—

Thurot was born at Boulogne, in France, his father and mother being both natives of that place; but his grandfather, by his father's side, was a native of Ireland, and Captain in the Irish army under King James II. with whom he went off when he quitted that kingdom.

During King James the Second's residence at St. Germain's, Captain Farrel was one of his household, and paid his addresses to Mademoiselle Thurot, whose uncle was a member of the Parliament of Paris.

He married her; but so great was the displeasure of all the young lady's friends, that none of them would look upon her; and three years after the death of his Royal Master, Farrel retired to Boulogne, in hopes that some of his wife's relations there would have more compassion than those he had left in the metropolis: but he was mistaken, for here he was obliged to subsist wholly on a very small pension which Queen Mary allowed to all the discharged servants of the deceased king.

guns, and 400 men, commanded by Captain la Kayce; and the Terpsichore, of 26 guns, and 300 men, commanded by Captain Desraudais. I put into this road to repair the ships, who are all much

At Boulogne our Thurot's father was born, but not till three months after his own father's death; nor did Mad. Farrel outlive her husband much above a year, so that the boy being taken by his mother's relations, went by their name.

The mother of the partisan Thurot died in child-bed of him, and a remarkable accident happened at his christening, to which he in a great measure owed his rise in the world. While his father held him at the font, his mother was receiving the last office, that of sepulture, without in the church-yard; this had such an effect upon him, that the tears streamed from his eyes in great abundance. It is the custom in Roman Catholic countries about Christmas, at which season of the year this happened, for ladies of the first distinction to go into churches, and offer themselves as sponsors for whatever children are brought to be baptized. One Madame Tallard, a woman of great rank and fortune, was now standing for little Thurot, and observing the extreme agony in which the father of the child appeared, inquired what was the cause of it, and the priest informing her, she was so touched, that she made him a handsome present, and desired that if the boy should live till she returned again into those parts, he might be sent to see her.

When he was about fifteen years of age, one Farrel came to Boulogne, who, by some means or other, got acquainted with old Thurot, and learning the origin of the family, claimed relationship. This man was the commander of a vessel, and used to smuggle goods. He assured old Thurot that the house of the O'Farrels was still a flourishing house in Connaught, and offered, if he would let his young son go over with him, to make his fortune, to which he consented.

Thurot was equipped at the expence of his Irish cousin, and set out with him for Limerick, but stopped at the Isle of Man upon some business of the smugglers; and here taking some disgust, he refused to follow his cousin O'Farrel any farther. After Farrel had sailed away, it was sometime before a ship bound for France came into the port, so that Thurot was obliged to look about him for support, and being a handsome sprightly lad, a gentleman of Anglesea was pleased with his appearance, and took him into his service.

This person was old in the trade of running goods, and had several small vessels continually passing between the Isle of Man and Ireland, laden with contraband commodities; with these he frequently sent Thurot, and once lodged him at Carlingford, near a year, with one of his factors, to manage some business of consequence.

In this place he first acquired his knowledge of the English tongue, and at length determined, instead of returning to the Isle of Man, to go to Dublin, and see whether he could not learn some tidings of those relations about whom he had heard so often. Accordingly he set out for Dublin, with about eleven shillings in his pocket. Whether he ever met with any of his Irish kinsfolks is not known, but he was reduced so low in Dublin, that he was glad to enter into the family of Lord B——— as his valet. Here he lived near two years, by the name of *Dauphine,* and might, perhaps, have lived much longer, but for a

disabled in their masts and rigging, the Marshal Belleisle in particular, who lost her bowsprit, mizen-mast, and main-yard in the action, and it was with great difficulty we prevented her sinking.

most unhappy affair which happened in the family, and which made a great noise in the world. Thurot was in high favour with his mistress, and being suspected to be her confidant, was dismissed his lordship's service, as was at the same time my lady's woman, with whom Thurot was on very good terms. Lord B—— having laid some things to Thurot's charge, of which he knew himself innocent, he spoke his mind of his lordship so freely, that Dublin became a very improper place for him to remain in. His friend, the waiting woman, whose name was Lynch, was soon after her dismission from the family of Lord B——, received into that of the Earl of A——, who had a great estate in the north of Ireland, and going down thither the summer following, Thurot followed her.

In this place he made himself acceptable to many gentlemen, and to the Earl of A——, by his skill in sporting; but his situation being near the sea, and the opposite coast of Scotland favouring the trade of smuggling, in which he was a much greater master than in cocking or hunting, he soon got in with a gang of these people. As he was generous in the highest degree, he made no scruple of bestowing upon his favourites a piece of India stuff for a gown, a yard or two of muslin, or some tea, which by degrees being known, he was applied to for some of these things in the mercantile way. Thurot could not withstand the temptation, and used frequently to sell tea, china, chocolate, India goods, and brandy, at an easy rate. This trade continued for some months, till one of his customers, a lady, being more rapacious than the rest, laid out fifty pounds at once with him, by which means her house was made a warehouse, and the excise people getting notice of it, came to search, found the goods, and seized them. Thurot was discovered by the honest trader, and three nights after, the officers having laid their scheme, fell in with some boats, laden with run goods, four of which fell into their hands, but the vessel in which was our Captain, and which was lighter than the rest, had the good fortune to make the coast of Scotland. The commodities in the boat were worth about two hundred pounds, but how to get them disposed of was a matter of great difficulty. Thurot, with his accomplices, deposited them in safe places, and it was proposed that two of them, who were Scotchmen, should dispose of them about the country as pedlars. The design succeeded; for in less than three months the whole cargo was sold off for near three hundred pounds, one hundred and fifty of which coming to Thurot's share, he made the best of his way to Edinburgh, where having equipped himself like a gentleman, he was determined to go to France.

But Mr. V——, a gentleman of French extraction, in Edinburgh, who was a merchant, and used frequently to send vessels from Edinburgh to London, wanting a master for one of his little sloops, and having seen Thurot, who passed for a seafaring Captain, and finding by his accent that he was a Frenchman, made him an offer of it. Thurot did not hesitate a moment, and the following week the Anie, of Edinburgh, Thurot, master, bound, with linen, for London, set sail for the river Thames, where she was burnt with many others, by some pitch taking fire in a neighbouring warehouse. Thurot having given

It is with the greatest pleasure I have to acquaint their Lordships, that the Officers and men of his Majesty's ships behaved remarkably well on this occasion.

I shall use the utmost dispatch in getting the ships refitted, and purpose returning to Plymouth, or some other port in England, as soon as possible, if I do not receive their Lordships' directions before the ships are got ready.

Inclosed is an account of the killed and wounded on board his Majesty's ships.

I am, &c.

JOHN ELLIOT.

Killed and wounded in his Majesty's Ships.

	Killed.	Wounded.
Æolus, - - -	4	15
Pallas, - - -	1	5
Brilliant, - - -	0	11

an account of his trust to his employer's factor, fixed himself near London, taking lodgings in Paddington.

From 1748 to 1752, Thurot was going continually backwards and forwards between France and England, and spent great part of his time in London, by his real name. Part of this time he lodged in a court in Carey-street, Lincoln's-Inn Fields, and was then instructed in the mathematics by one Mr. Donelly, an Irish gentleman, famous for his knowledge and abilities in the mathematical studies.

After the year 1752, his chief place of residence was at Boulogne, where he became king of the smugglers, and during his reign did not export and import less than 20,000l. worth of goods a year. The son of Madame Tallard, his godmother, was President of the province; and it being well known that smugglers infested those parts, though the Government could not point out the delinquents, he had orders to be very vigilant, and if possible to put a stop to their malpractices. In consequence of which M. Tallard arrested several of the smugglers, and among them was Thurot.

After being examined, he was sent to Dunkirk, and there confined in the common prison; but Tallard having been his play-fellow when a boy, and perfectly remembering the regard his mother had for him, procured him his life. Shortly after this, he was commanded up to Paris, to make discoveries that might prevent the robberies of the smugglers for the future. He remained there in prison several months, but during his examination convinced some people in power, that should the war break out with England, which was at that time contriving, and in the form of an invasion too, Thurot might be rendered a serviceable man. This consideration, together with M. Tallard's interest, not only procured him his liberty, but the command of one of the king's sloops. Finding, however, in the beginning of the war, that his sloop was not likely to be much employed, and that the thoughts of invading England was laid aside, he desired permission to go on board a Dunkirk privateer, in which he commanded till the beginning of the summer of the year 1759, when he was advanced to command his last expedition, the result of which we have given above.

N. B. I find it impossible to ascertain the number of the enemy, killed and wounded; but by the best accounts I can get, they amount to about 300.

This victory was so agreeable to the Irish nation, that both Houses of Parliament voted their thanks to Captain Elliot, and to Captains Clements and Logie, of the Pallas and Brilliant, for their good conduct and bravery, and the city of Cork presented them with the freedom of that Corporation in elegant silver boxes. The prizes being refitted, Captain Elliot returned to Spithead, and soon after was introduced at Court to his late Majesty, who received him with distinguished marks of approbation and favour. By the nation at large he was regarded with a degree of enthusiasm, that it has very seldom been the lot of any private Commander to experience; songs adapted to popular tunes were written in his praise, and representations of his engagement were multiplied and dispersed throughout the kingdom. If we consider the action itself, it was, perhaps, no way superior to some engagements which took place between frigates during the late war; but it was a victory over a man from whom these kingdoms had much to apprehend from his intimate acquaintance with their coasts; it was the defeat of an enemy who had subjected Ireland to the humiliation of a garrison obliged to surrender, and a town reduced to the necessity of paying contributions. Fortunately for Great Britain and her sister island, an invasion has so seldom been effected, that whenever the enemy have been able to land, the danger has always been exaggerated, and it has been considered as no slight degree of disgrace, that such desultory attempts should in any way have proved successful. Captain Elliot's bravery not only averted this apprehended danger, but completely wiped away the disgrace; and, therefore, taking all these circumstances into consideration, it will readily be conceived why his victory was received with greater transports by the nation than if he had made a mere ordinary capture of three of the enemy's frigates. At the

same time the highest commendation was due to Captain Elliot and his brother Officers for the expedition with which they pursued the enemy: it has been reported to us, we believe on good authority, that at the time when Captain Elliot received the express from the Lord Lieutenant of Ireland, one of the frigates, we believe the Pallas, was lying with her fore-top-mast sprung; but such was the expedition used, that the yard was got down, the top-mast stripped, a fresh one put up, and the yard across, in the short space of three quarters of an hour.

The next occasion on which we find Captain Elliot distinguishing himself, was on the 17th of May, the same year, when he cut out a French brig laden with naval stores, from under a battery of great strength on the island of Belleisle. The Æolus was exposed to a continual fire from two batteries of twelve and forty-pounders, and succeeded in her bold attempt, but not without receiving very considerable damage. On his return to port, the Æolus was taken into dock to be repaired, and Captain Elliot was appointed to the Gosport frigate, of 40 guns, in which ship he proceeded to the Sound, as convoy to the outward-bound Baltic trade. Having performed this service, and the Æolus being repaired, he resumed the command of that frigate, and, in the year 1761, was employed as a cruiser in the Bay of Biscay. On the 23d of March, he captured, off Cape Finisterre, a small French privateer, called the Carnival, carrying four carriage guns, and sixty-four men. Captain Elliot proceeded with his prize to Spithead, and on his arrival was promoted to the command of the Chichester, a third rate, of 70 guns. In this ship he continued to serve during the remainder of the war, and towards the conclusion of it, formed a part of a squadron that was sent into the Mediterranean to reinforce the fleet under Sir Charles Saunders; but, as we have stated in our life of that gentleman, no circumstances of moment took place in that quarter, which could have given our hero an opportunity of distinguishing himself.

From the period of the peace of 1763, Captain Elliot appears to have been unemployed till the year 1767, when he commanded the Firme, of 60 guns, one of the guardships at Plymouth; and on the 26th of September 1770 he was appointed to the Portland, but continued in that ship no longer than the ensuing year, and does not appear to have received any subsequent commission till the year 1777, when he was appointed to the Trident, of 64 guns. Having been promoted to the rank of Commodore, on the 11th of April the following year, he sailed shortly after in the same ship for North America, having as passengers with him the Earl of Carlisle, Mr. Eden, and Governor Johnstone, the three Commissioners appointed by Act of Parliament to treat with the revolted colonies. On his arrival in the Delaware, Mr. Elliot, according to his instructions, put himself under the orders of Lord Howe, who was Commander in Chief in that quarter, and served at the relief of Rhode Island.

Towards the conclusion of the year, having quitted the Trident, he returned to England, and remained unemployed till toward the end of the year 1779, when he was appointed as a private Captain, to the Edgar, of 74 guns, a vessel newly launched, and about the same time was made a Colonel of Marines. In the Edgar he sailed with Sir George Rodney to the relief of Gibraltar, and was present at the defeat of the Spanish squadron, under Don Juan de Langara, off Cape St. Vincent, on the 16th of January 1780. The Edgar bore a distinguished share in the honours of this memorable day, having six men killed and twenty wounded, a greater loss than was sustained by any ship in the British fleet, except the Defence and Monarch, the former of which had ten men killed and twenty-one wounded, the latter had three killed and twenty-six wounded. When Sir George Rodney sailed for the West Indies, Mr. Elliot was left with the Edgar at Gibraltar, it having been thought that a ship of her force might be useful to the garrison; but this supposition proving soon after to be ill founded, and the con-

tinuance there of so capital a ship rendered dangerous by the reiterated attacks of the Spanish gun-boats, Captain Elliot returned to England.

During the greater part of the remainder of the war, he served in the Channel Fleet, in the Edgar, with the rank of Commodore. At the end of the year 1781, he accompanied Rear-Admiral Kempenfelt on his cruise to intercept the French squadron bound from Brest to the West Indies, and had a short skirmish with the Triumphant, of 84 guns. His conduct on this occasion was represented by the Admiral to have been masterly in the highest degree. Previous to the cessation of hostilities, it had been determined to send Commodore Elliot to the West Indies, as commander of a squadron of five ships of the line and a frigate; but this armament was countermanded on the event just mentioned taking place.

Little now remains for us but to give a chronological list of our Admiral's subsequent promotions. After the peace of 1783, he held no command till the year 1786, when he was appointed Governor of Newfoundland, which station he held during the usual term. On the 24th of September 1787, he was promoted to be Rear-Admiral of the Red; and on the 21st of February 1790, he was farther advanced to be Vice-Admiral of the Blue, and hoisted his flag on board the Barfleur, at the time when a rupture was apprehended with Spain, on account of the dispute relative to Nootka Sound, but did not continue to have his flag hoisted any longer than till the negociation was amicably terminated. On the 12th of April 1794, he was advanced to be Vice-Admiral of the Red, and on the 16th of April 1795, to be Admiral of the Blue; since which he has been promoted to be Admiral of the White. Owing to an infirm state of health, Adm Elliot was not able to take upon him any command during the late war. He resides chiefly at his seat in Scotland, where he is much respected for his hospitality and benevolence; and we hope he will long continue to enjoy the satisfaction he must feel, at having served his country as long as his health would permit, with honour, fidelity, bravery, and success.

DESCRIPTION OF PLATE CXXVI.

TO THE EDITOR OF THE NAVAL CHRONICLE.

SIR,

THE inclosed sketch may serve to fill up a *niche* in the NAVAL CHRONICLE, should it not interfere with more useful communication.

I am, Sir,

April 17, 1803. Your humble servant,

HALF-PAY.

THE "Hole in the Wall" is in a rocky point at the south end of Abaco, the most northern of the Bahama Islands.

It is the land generally made by vessels from Europe and the American continent, when bound to New Providence; as well as to the Havannah and the Mexican gulph, by such as prefer this passage to that of the "Old Bahama Channel."

What the Providence pilots call *white water*, extends a short distance from the point, yet there is no danger but what can be easily avoided in the day time. The sea is so very transparent that the bottom can plainly be distinguished at a considerable depth. In a journal I kept in 1798, I observe, "At three quarters past two o'clock, the Hole in the Wall bore W. N. W. ½ W. one mile distant; saw the bottom, having soundings from ten to *fifteen* fathom (ninety feet). At a quarter past three, the Hole in the Wall N. W. ½ W. one mile and an half distant, no ground with *fifty* fathom of line."

The perforation in the rock was most probably occasioned by the force of the waves in eastern gales, it being exposed in that direction to the whole *reach* of the Western Ocean; and it would seem from the form of the detached rock, as well as the point of the island, that they once joined.

The Providence privateers found this a very productive cruising ground during the late war, owing to the quantity of contraband articles smuggled by the Americans to the Havannah and the other Spanish settlements. Under shelter of this island they were enabled to examine suspicious vessels with security, and the Admiralty-Court at Nassau was but a short day's sail from it.

The Bahama pilots make a distinction of *white water* and *ocean water*, applying the former term to the shallow banks contiguous to many of the islands, close to which is the fathomless deep. A few years ago I anchored near the island of Providence on one of these banks in only *five* fathom water; yet, not a quarter of a mile astern of the ship, tried for bottom in vain.

Hole [illegible] Wall Island of Abaco

THE

FIRST REPORT OF THE COMMISSIONERS

Appointed by an Act of the Forty-third Year of the Reign of his present Majesty, intitled, "An Act for appointing Commissioners to inquire and examine into any Irregularities, Frauds, or Abuses, which are or have been practised by Persons employed in the several Naval Departments therein mentioned, and in the Business of Prize Agency, and to report such Observations as shall occur to them for preventing such Irregularities, Frauds, and Abuses, and for the better conducting and managing the Business of the said Departments, and of Prize Agency, in future."

THE Act of Parliament having passed, by which we were constituted Commissioners to inquire and examine into any Irregularities, frauds, or abuses which are, or have been practised by persons employed in the several Naval Departments therein mentioned, and in the business of prize agency; we immediately took the oath prescribed, and after settling the necessary arrangements of office, proceeded without delay to the execution of the duties imposed on us by the Act.

To enable us more readily to fulfil the intentions of the Legislature, we required the Right Honourable the Lords Commissioners of the Admiralty to lay before us any information they had collected relative to the objects of our inquiry. In compliance with this requisition, we received from their Lordships the examinations and minutes taken on their late visitation to the dock yards, with copies of their correspondence with the Navy and Victualling Boards, and a variety of other papers and letters relative to the abuses they had discovered, and the alterations and amendments they had established in the several departments, which we think will be attended with much advantage to the public service. We also called upon the other Boards for a general account of imprests outstanding; of bills drawn upon them by their agents abroad, and other statements, which appeared necessary to our future investigations, and would take a considerable time in the preparation.

The conduct of the Naval Storekeepers abroad, more especially in regard to the mode of their taking up money for the public service, and the rates of exchange at which they credited Government in their accounts; together with the purchases of stores made by them, appeared to us subjects to which our inquiries might be advantageously directed, it being apprehended that considerable abuses had been practised in these transactions.

The Commissioners appointed by Act of Parliament to inquire into the fees, gratuities, perquisites, and emoluments of the several Public Offices, and also into the abuses that may exist in the same, thought proper, after examining the establishment and conduct of the officers at home, to make a separate Report, under the head of "Naval and Victualling Departments, at foreign and distant Ports."

In this Report they exhibit several instances of frauds and abuses committed abroad; and after pointing out some cases, in which a sufficient superintending power was not established, and intimating, that in others, this power had been wholly neglected, or its operation corruptly withheld, they recommended many improvements in the system, some of which have been adopted; but that others more effectual are required, we have occasion to observe, from the result of an examination into a case laid before us, and which we now proceed to make the subject of the present Report.

Before we enter into the detail of the case, it may be useful to state, that the duties of Naval Storekeepers on the foreign stations, are contained in a book of instructions of ancient date, to which additions have from time to time been made, and from which the following article, containing directions for their conduct in procuring money for their bills of exchange, and in making purchases of stores, is extracted.

> "*Article* 13.—The Naval Officer is in all purchases of stores also to take for vouchers the tradesmen's bills, expressing the dimensions, length, size, quantity, rates, and value of each article, and containing their receipt for the money, attested by two witnesses, of which the Master Shipwright, or Master Attendant, is to be one. These the Naval Officer shall charge himself with, as in other cases; and for them, and all other disbursements, shall draw bills on the Navy Board, at the best exchange; for which you shall advertise and take the highest rate; which shall be approved of, and countersigned by the Commissioner, or where none, the Commanding Officer, and certified at the foot by the Master Shipwright and Master Attendant, that the same was necessarily drawn, that the stores were wanted, and were delivered in, good and fit for the service. If these attestations be not made, and the vouchers not transmitted within three months, the bills will not be paid. And the Naval Officer is to charge himself not only with the sterling amount of the bills so drawn, but with their amount also in currency; and that the Navy Board may know that there

is no undue advantage made of the various rates of exchange, the total of every account shall be both in currency and sterling; and the cash accounts and vouchers shall contain the then rate of exchange. And at the end of every year you shall transmit an account containing the rate of exchange in every month throughout the year, certified by two principal merchants, and approved by the Commissioner (if one). You shall in like manner mark, in currency and sterling, all monies received from the sale of old stores, or otherwise. In general, no bills will be paid that are not drawn agreeably to these regulations. And when the Naval Officer presents bills to the Commissioner, &c. for his approbation, he shall submit to his inspection, his balance of cash in hand; and in transmitting an account to the Navy Board of Bills drawn, he shall send the amount of the balance then remaining in his hands. The rate of exchange shall be certified by some of the principal merchants of the place, and the public shall constantly have the benefit of the exchange. If the Postmaster, Collector of the Customs, or other public officer, can occasionally supply money for bills, it shall be transacted in the usual manner, and at the proper rate of exchange. The bills drawn in the course of the year shall be numbered in succession, and no two bills shall be drawn for the same exact sum the same day. At the end of the year a list of all bills drawn within it shall be transmitted."

We also think it necessary to give some short account of the currency and exchange between this country and the West Indies.

In the several West India islands there is a respective currency or valuation of money established, the fixed proportional value of which, to the money of this country, constitutes the par, or current exchange. It does not, however, determine the actual rate of exchange, for that fluctuates from the same causes which affect the exchange between other countries. In Antigua and the other islands, with the exception of Jamaica, the custom that prevails in drawing bills, is, to add the premium when the exchange is above par, expressing them both in one sum; and in the same manner reducing the amount when the exchange is at a discount or below par.

At Jamaica, instead of this plain and direct mode of operation, nothing appears in the bills drawn from thence, but the exchange of 140*l.* (40*l.* *per cent.* being the difference between the currency of that island and the money of this country), leaving the premium or

discount which constitutes the actual rate of exchange, to be separately charged in the accounts current between the parties.

By the examination of William Nettleshipp, Esq. Accountant to the Right Honourable and Honourable the Board of Ordnance, we learned, that the subject of premium on bills of exchange, was brought under the cognizance of that Board in the year 1786; and that since the year 1789, it has been invariably accounted for by their agents at Jamaica. How it so long escaped the observation of the Navy Board, we are at a loss to understand, especially as we find from the accounts of bills drawn from the different stations abroad, that at Halifax, although the same practice prevails of drawing bills at par as at Jamaica, yet a premium has been regularly given credit for, or discount charged on the bills drawn from thence.

Understanding that this subject had been represented to the Navy Board, and that Mr. William Smith, who was Naval Storekeeper at Jamaica at the commencement of the war, had been dismissed from his situation, for persisting in the practice of not giving Government credit for the premium on his bills, after the directions he had received for that purpose, we required from the Navy Board a copy of the correspondence which led to the dismissal of Mr. Smith, and the order given thereupon, and of any directions to, or correspondence which might have passed with his successors, as to the appropriation of the premium on their bills.

By this correspondence it appears, that on the 14th of July 1795, Rear-Admiral William Parker, then Commander in Chief at Jamaica, represented to the Navy Board the conduct of the Naval Storekeeper, in acting so contrary to his instructions in the mode of taking up money; and stated his unauthorized gain, and the consequent loss to Government, to be then fifteen *per cent.* that being the premium which the Rear-Admiral had received upon the amount of his own private bills.

Upon this representation, the Navy Board, by warrant dated the 4th of September 1795, remind Mr. Smith of his instructions, and require a compliance therewith, in the mode of taking up money; and by directions from the Right Honourable the Lords Commissioners of the Admiralty, call upon him for an account current of the sums he had received, by exchange for bills drawn upon them, and the amount of the sums he had paid when the exchange had not been in favour of the Drawer; clearly evincing by such warrant, that they considered their instructions to apply to the premium, as they did not make any specific mention of it, although Rear-Admiral Parker had so designated the advantage of the exchange in his representation.

To neither of these directions Mr. Smith paid any attention; and persevering in the practice of drawing bills at par, without giving the public the benefit of the exchange, he was, particularly on that account, as well as for other irregularities, dismissed from his office by the Right Honourable the Lords Commissioners of the Admiralty, at the instance of the Navy Board; and his conduct was judged so reprehensible, that orders were sent out to the Commander in Chief, to supersede him immediately, and to appoint a person to act in his place until his successor might arrive. The person appointed was Mr. Henry Broughton, the chief clerk in the office: and during his continuance in that situation, he drew upon the Navy Board for the sum of 37,000*l.* on which sum no premium has been carried to account.

On the 8th of July 1796, Mr. James Dick was appointed Naval Storekeeper at Jamaica, and took charge of his office on the 1st of February 1797. At the time of his appointment, he received from the Navy Board a copy of the printed instructions, usually given to Naval Storekeepers, without any specific directions as to the appropriation of the premium on his bills.

Mr. William Smith, the former Naval Storekeeper, returned to England soon after Mr. Dick's arrival at Jamaica; but we do not find that the order requiring an account of his premium or discount, was enforced, or any further proceedings had, regarding the bills drawn by him without the signature of the Commander in Chief, which had been directed by the Admiralty to be paid, lest Government should suffer in its credit; and his accounts, notwithstanding his failure in a compliance with this order, and his neglect in carrying to account the premium on his bills, even after the directions of the Navy Board for that purpose, have all been finally passed without further notice; and the security bond which he entered into for two thousand pounds, with two sureties, has also been given up. It has been stated to us, that accounts, though passed, are open to revision, and the party concerned liable to answer for any frauds or irregularities; but we conceive a public Board would appear with an ill grace, in any suit instituted for the recovery of money, after the accounts had been finally passed, the bond of the party returned, and his sureties released. In the case above alluded to, such suit would now be fruitless, from the subsequent insolvency of Mr. Smith.

Although it does not appear that Mr. Dick had any public admonition or information given to him, as to the misconduct of his predecessor, which we cannot but think might have been proper; yet, as he had recourse to books at the Navy Office, from which he might have gained that information, although in his evidence he alleges that

he searched those books merely for the purpose of discovering whether his salary commenced from the day of his appointment, or from the time of his taking possession of the office; we cannot for a moment doubt, but that he was perfectly acquainted with the causes of his predecessor's dismission, and that the strange manner in which he acted with regard to the papers of his office, on his arrival at Jamaica, if truly stated by him, was designedly to lay ground for a plea of ignorance, in case his possession of the Navy Board's warrant, of the 4th of September 1795, on the subject of the exchange, should be afterwards brought in question. Lord Hugh Seymour, in his letter of the 21st of December 1800, states his conviction, that that warrant was received and suppressed; and the examination of Mr. William Smith, late Naval Storekeeper at Jamaica, now confined for debt in the Fleet Prison, confirms the fact of its having been received.

The Navy Board, in their letter to the officers of Jamaica yard of the 14th of September 1797, very properly inquire, whether the accounts and papers of the office had been delivered over to Mr. Dick? We lament, that on the receipt of their answer of the 20th of December 1797, this inquiry was not followed up, by ascertaining what papers were received by him, and particularly whether the warrant of 4th of September 1795, respecting the taking up money, was not amongst them: this would have cut off all subterfuge, and saved much future discussion; though we do not think it essential in the consideration of the conduct, which a public servant, with such minute and particular instructions before him, ought to have pursued. Mr. Dick deposes, in his very extraordinary evidence *, that

* *The Examination of Mr. James Dick; taken upon Oath the 12th day of February* 1803.

When was you appointed Naval Officer at Jamaica?—The 8th day of July 1796.

Where was you at the time of your appointment?—In London.

What instructions did you receive, and where was you at the time you received them?—I received them at the Navy Office. They were the old instructions which I believe my predecessors had acted upon.

Are the instructions now shewn you a copy of those you received?—I believe they are not a correct copy of what I first received, but I think I received similar instructions afterwards.

Had you, about the time of your appointment, access to any of the books in the Navy Office?—I believe I had; but nothing to gain any information of consequence.

Did you examine any of them?—Not farther than answered my purpose, which was to ascertain whether my predecessors had been paid from the time of their appointment.

Did you not examine them for any other purpose?—No.

where the practice of office and the Instructions were at variance, he followed the former; and the reasons for his having done so are sufficiently obvious; such conduct, however, cannot be too strongly reprobated.

What books did you examine?—I cannot tell.

Did you examine any of the books containing the orders and letters written by the Navy Board to your predecessors in office?—No.

Did you, in the course of your examination, read any letter or order relating to the dismissal of Mr. Smith?—No.

Did you not in the course of that examination discover on what account Mr. Smith was dismissed?—No.

Did you discover it, or were you informed of it, by any other means?—No; I heard in loose conversation that he was an idle man, and dismissed on that account.

Did you hear that conversation in England?—I think I might.

What did you understand was the cause of his dismissal?—Neglect of duty generally.

Did you see Rear-Admiral Parker's letter, or had you heard of his complaint against Mr. Smith, for not carrying to account of Government, the premium on his bills?—No; I never heard of it, till I heard it from the Navy Office, through Lord Hugh Seymour.

Did you, in the Navy Office or elsewhere, see or hear of a warrant, or a copy of a warrant, to Mr. Smith, dated about the 4th of September 1795, directing him to procure money at the best and cheapest rate of exchange, agreeably to his instructions, or to that effect?—No; I never saw or heard of such a thing until a copy of that order, said to be sent out, was delivered to me by Lord Hugh Seymour, on the 18th of December 1800.

Was it imparted to you by any individual member of the Navy Board, or other person, that Mr. Smith had only given Government credit for his bills at par?—No; not that I recollect.

Do you recollect whether you inquired or not, of any person in the Navy Office, the cause of Mr. Smith's dismissal?—No; I do not recollect that I did so; I should have thought it an impertinent question.

When did you take possession of your office at Jamaica?—I arrived at Jamaica the 29th of January 1797, and took possession of my office the 1st of February following.

Whom did you supersede?—Mr. Henry Broughton.

Did he deliver to you the papers and instructions of the Office?—As he was to remain as first clerk, he gave me from time to time any paper that I had occasion to refer to.

When you first took possession of your office, did you examine what papers and instructions were left for the direction of the Storekeeper?—No, I cannot say that I did; having great reliance upon Mr. Broughton, I trusted to his furnishing me with every information I might require.

You say you had great reliance on Mr. Broughton; how long had you known him at that period?—I did not know him personally until my arrival; but from character I had every reason to believe he was a man I might rely on, and a letter which I received from Commodore Duckworth, confirmed me very strongly in that opinion.

Notwithstanding the late striking instance of neglect in Mr. Smith, the correspondence that took place on the subject, and his consequent dismission, yet, from the time of Mr. Dick's appointment in July 1796, to the 18th of September 1800, the cash accounts

When did you first read the instructions and papers left in the office, in order to make yourself acquainted with your duty?—I cannot state the time; but I read them occasionally, as I wanted information.

Where were the instructions and papers, relative to the duties of the Naval Officer, kept?—I believe they were kept in the office, but in a very irregular and unofficial manner.

Were they ever afterwards regularly arranged during your time?—No.

Why were they not so?—I can give no particular reason for it.

What papers or instructions did you receive from Mr. Broughton?—It is impossible for me to tell; I have no books nor memoranda.

Did you leave any books or memoranda of your own at Jamaica?—No private ones; the public papers were all left in the office.

Did you ever take any schedule or memorandum of the books and papers left in the office by your predecessor?—No, never.

Did you ever give your predecessor a certificate or receipt for the public papers and records left in the office?—Yes, I did.

What was the nature of the certificate?—To the best of my recollection, it was a general certificate to acquit my predecessor of the charge, and to fix it on myself, but did not specify any particular papers; which I concluded was the practice of the office, or Mr. Broughton would not have asked me to sign it.

Did you examine the papers previously to signing such certificate?—No.

Did you, with the papers, receive a warrant from the Navy Board to Mr. Smith, dated the 4th of September 1795, directing him to take up money at the best and cheapest rate of exchange, or any thing to that effect?—I did not.

Did you know, at that time, that it was not amongst the papers left by Mr. Broughton?—No.

How can you say that the warrant alluded to was not left in the office by Mr. Broughton, as you have before said that you did not examine the papers left by him?—I gave it as my opinion that it was not, because it was not found after a most diligent search, by order and in the presence of Lord Hugh Seymour, at the request of the Navy Board.

How many years after your arrival was the search made?—Three years and ten months.

Did you receive any other warrant or order to any of your predecessors upon the subject of taking up money?—Never; except so far as is mentioned in the general Instructions, which in that case has never to my knowledge been attended to, or questioned by the Navy Board.

Was the order for Mr. Smith's dismissal among the papers delivered over to you?—No, I never saw it.

Was Mr. Smith in Jamaica when you arrived there?—He was, and for several months afterwards.

Had you any communication with him?—No; excepting a visit of civility, and when I called upon him through Mr. Broughton for a particular paper that I wished to be in possession of on the subject of the Crown lands. I had

continued to be transmitted from Jamaica without any alteration in form, or credit being given for the premium on bills of exchange, or any inquiry on the part of the Navy Board, why it was not done.

searched the office, and not finding it, determined to tease him, through Mr. Broughton, till I could get it, which was not till the evening before his departure.

When did you make the search for the paper on the subject of the crown lands?—Soon after I took possession of my office I searched amongst the papers for it.

Did you inquire, either before or after your arrival at Jamaica, into the causes of Mr. Smith's dismissal?—No.

Having been informed, when in England, that he was dismissed for misconduct, why did you not inquire into the particular cause?—It was of no consequence to me to know the cause.

Must it not have been of consequence to you, in order to avoid that line of conduct which had led to the dismissal of Mr. Smith?—If it had occurred to me, I might as well have inquired it; but I did not; I was determined to do my duty.

Was you not directed, by your instructions, always to draw bills on the Navy Board at the best exchange?—The Instructions do say so, but the Navy Board had never enforced it, to my knowledge, in that peremptory manner, until they did it to me in their warrant, dated the 18th of September 1800, which I received from Lord Hugh Seymour on the 18th of December following. No one of my predecessors had ever complied with that part of the Instructions.

Did you inquire whether any of your predecessors had complied with the Instructions in that respect?—No, and how I came to the knowledge of it I cannot say; I found it not to be the practice of the office.

By whom was you informed that such was the practice of the office?—I never had any particular information from any person on the subject, but followed the practice of the office.

When you had occasion to draw bills upon the Navy Board, did you advertise, and take the highest rate of exchange?—No, I did not advertise.

Did your Instructions direct you to advertise for money when wanted?—It is mentioned in the Instructions; but that is one of the parts which have never been attended to.

Did you constantly give the public the benefit of the exchange, as by your Instructions you was directed to do?—Yes; I paid the money as I received it, 140*l.* currency for 100*l.* sterling, that was giving the public the benefit of the exchange.

Did you not receive more than 140*l.* currency for every 100*l.* sterling, in proportion to the sums drawn for?—I can name no particular instance, but sometimes, previous to December 1800, I may have received a sum more or less above the 140*l.* currency, which I considered to be my own property, agreeably to the general practice of the office, which had never been questioned by the Navy Board to my knowledge.

What fluctuations were there in the rates of exchange between Jamaica and London while you was at Jamaica?—None in the rate of exchange; it is fixed and permanent.

On the 18th of September 1800, a letter was written by the Navy Board to Vice-Admiral Lord Hugh Seymour, referring to Rear-Admiral Parker's letter in 1795, observing, that Mr. Dick had not

How then is the exchange between Jamaica and London regulated or ascertained?—I cannot tell; I have no mercantile knowledge at all.

Do you not consider the rate of exchange at Jamaica to be the sum in currency that you would actually receive for a bill on this country?—I cannot tell; it depends upon agreement between man and man, under particular circumstances.

Do you not consider the alteration in the rate of premium or discount, to constitute the variation in the exchange between Jamaica and London?—No; I do not conceive that the rate of exchange ever varies.

Does not change and exchange imply the amount of the current coin that you would receive for a bill?—No, not at all, I think.

Did you receive any premium upon the bills drawn by you on the Navy Board?—I have received some; I cannot tell the amount, as I never kept any private books.

Did you carry such premium to the account of Government?—I did not, until after the 18th of December 1800.

If the rate of exchange never varied, what could you understand by the article in your Instructions, directing you to draw bills at the best exchange, and constantly give the public the benefit of the exchange?—If that had been the first Instruction, I certainly should have followed it, but I continued in the practice of the office. It looked to me, upon the face of the order, dated the 18th of September 1800, to be acknowledged by the Navy Board, that the Naval Officer was to pay discount out of his own pocket, and put the premium into it.

Could any thing else be meant by it, but bringing the premium on your bills to the account of Government?—I considered, that where my Instructions differed from the practice of my predecessors, I was not to abide by them.

Do you mean to say so, without making any representation to or requiring explanation from the Navy Board?—I never had an idea of making application to the Navy Board in that case.

How did you understand it to be the custom for the Naval Officers themselves to stand to the fluctuation in the value of their bills?—From the manner I have mentioned, of my predecessors never having conformed to their Instructions in that instance, and the Navy Board never having noticed it. I sent my accounts home monthly, and no notice was taken of the premium not being carried to account.

Did you regularly transmit to the Navy Board a yearly account of the monthly rate of exchange, certified by two principal merchants, agreeably to your Instructions?—I did transmit the account, but not signed by merchants, because I understood from Mr. Broughton, and other clerks in the office, that it had never been done or required.

Are your accounts passed?—I have delivered them all into office, and they are in train for passing.

Have the Navy Board called on you for the premium on your Bills as Naval Officer at Jamaica, previous to the receipt of the warrant in September 1800?—Yes, they have.

brought the premium on his bills to account, and remarking, that though it had been the practice of Naval Storekeepers to stand to the risk in the fluctuation of the premium and discount on their bills, they thought that this had been done away by their warrant of the 4th

When and in what manner did the Navy Board call upon you for the amount of the premium?—By letter of the 3d of February instant, they called on me to transmit an account of premium or discount.

How long had you been acquainted with Sir Hyde Parker before you went to Jamaica?—I knew a little of him in America as Captain of the Phœnix, when I was Secretary to the Commander in Chief.

Have you ever lived on terms of intimacy or friendship with him?—No farther than, after I believe he was convinced that, in a private concern, he had been instigated by wicked people to make a complaint against me to the Admiralty, when I received every mark of civility I could possibly expect from a Commanding Officer.

It appears in the account now shown you, that, during the time you was Naval Officer at Jamaica, you gave Sir Hyde Parker bills on the Navy Board to the amount of 45,000*l.*; what rate of premium did he pay you on such bills? —None.

Why did you give Sir Hyde Parker bills to such amount without premium, as you have said that you considered such premium to be your own property? —I thought when the Commander in Chief wanted public bills, to remit his prize-money to England, he had as good a right to them as I had.

Did you receive any premium from Rear-Admiral Bligh on the bills you gave him for 4,000*l.*?—Yes, I did; but I cannot tell the sum; I kept no account of it.

Why did you not insist upon receiving from the Commander in Chief the same premium as you might have obtained from a merchant?—I was not well enough acquainted with Sir Hyde Parker's disposition to know whether he might have resented such an application or not.

How could Sir Hyde Parker resent or refuse to pay you that which you considered to be your own property?—I do not know why he might, but I thought it possible.

How could you think it possible?—I cannot give any particular reason.

Has your mind no impression of the cause which prevented your applying to Sir Hyde Parker for the premium?—None other, but that I considered it as disrespectful.

How did you take up money upon your bills after the receipt of the Navy Board's warrant of the 18th of September 1800?—By public advertisement, giving them to the highest bidder in all cases, excepting in one instance, where Sir Thomas Duckworth ordered the bills to be drawn at par.

What was that instance?—In the case of naval stores purchased from Edward Broughton, the Admiral, on account of his offer being very considerably cheaper than any others, ordered the bills, amounting to 7,121*l.* to be drawn at par, according to the agreement made previously with Mr. Broughton.

Did you, after the receipt of the Navy Board's Warrant of September 1800, transmit regularly to the Navy Board, a yearly account of the monthly rate of exchange, certified by two principal merchants, agreeably to your Instructions?

of September 1795. A warrant to the same effect as the letter to Lord Hugh Seymour, was written to Mr. Dick, stating further, that they will not at present determine on the appropriation of the money he had received, but requiring him to obey his Instructions in future; and

—I did not; but upon each bill of exchange I had certified by two merchants the rate of premium, previous to obtaining the Commander in Chief's signature.

JAMES DICK.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Mr. J. Dick, continued on the 15th of Feb. 1803.

There appears in the account of the bills drawn by you, the name of W. R. Wade, to a large amount (upwards of 200,000*l.*); state who he is?—He was an extra clerk in my office, and in every respect my confidential clerk.

Why did you draw bills almost invariably in favour of Mr. Wade?—Because he was an active and intelligent young man, who could go to Kingston, and get money for bills as I wanted it.

How did he negociate your bills?—I cannot tell; he used to do it in the best manner he could, and when he brought me the money I was content.

Of whom did he usually get money for your bills?—I cannot tell.

Considering the premium as your own property, did you never think it necessary to inquire of whom he got the money, and whether he gave you as high a rate of premium as he received?—My private concerns were always a secondary consideration with me, and considering him a man of integrity, I took it for granted that he was always correct.

Did you make any, and what allowance to Mr. Wade, for negociating your bills?—None; other than that of living at my table.

Had Mr. Wade any slaves in the yard?—I believe he had.

How many?—I cannot say.

Was Mr. Wade employed in the purchase of stores?—No, never.

What was your salary during the time you was Naval Officer at Jamaica?—Two hundred pounds sterling, subject, I believe, to the deduction of land-tax; and it was increased in July 1801, to 600*l.* during war, and 500*l.* in peace.

Did Government allow you a house to live in?—When I first went out there, I had an allowance of 30l. a year, I think, for house rent; and I afterwards sent a plan and estimate to the Navy Board for building a house; which was ordered, and I took possession of it in 1799.

What allowance had you in addition to your salary?—One and a quarter *per cent.* upon all disbursements; some small allowance for stationary, which I cannot immediately recollect, but was extremely inadequate: ten shillings a day for the charges of myself and clerks in going from Port Royal to Kingston, and other places; and the expence of postage of letters.

Had you any other allowances than those you have stated?—None other, but what arose out of the victualling of the yard, which was an eighth of some species of provisions, the same as the Purser of a man of war.

charging him with not supplying the Post Office with bills on the application of the Deputy Postmaster General, to enable him to make his remittances, without being obliged to purchase private bills at a risk as well as loss by the exchange.

Did you derive any other emolument from your situation as Naval Officer at Jamaica, than what you have before stated?—No, not that I recollect.

Had you any slaves belonging to you?—Yes, I had.

How many do you suppose?—Perhaps five or more.

Were they employed in the King's service?—Yes; they were never out of the yard; they were sometimes employed in my house.

Were they constantly paid by Government?—Yes.

For what services were they paid, and at what rate?—As common labourers in the yard, I think at two shillings and sixpence currency per day when I first went there; but it was increased to three shillings and nine pence currency per day, by order of Sir Hyde Parker, soon after I arrived at Jamaica.

Were they victualled by the King?—Yes, as other labourers were.

Were any of them paid as artificers?—Yes, latterly, as caulkers.

Did they do duty as caulkers?—Yes.

Were any of them paid as sailmakers!—Yes, one.

Did he do duty as a sailmaker?—Yes.

Can you recollect whether any of them were paid under any other description of artificers?—No.

Under what authority or Instructions did you make a charge of one and a quarter *per cent.* on your disbursements?—Custom of the office: I do not know where it originated.

You have said, in the former part of your evidence, that the Instruction direct you to take up money at the best rate of exchange; but that the Navy Board had never enforced it to your knowledge in that peremptory manner, till to you in the warrant of the 18th of September 1800, received in December following from Lord Hugh Seymour; had they enforced it in any way that you did not consider peremptory?—No; they had not enforced it previous to that time, in any way whatever.

You have said, that you cannot state the amount of the premium you received previous to December 1800; have you any books or papers, or do you know of any books or papers that will shew the whole amount, or part of it?—No, I do not.

Have you no means of ascertaining the amount of such premium?—No, I have not.

Did you make any representation to the Navy Board, or require from them copies of any warrants or papers necessary for your guidance, that had not been left in the office by your predecessors?—I do not recollect that I did.

Have you had any communication or conversation with any person belonging to the Navy Office, on the subject of your not having carried to account the premium on your bills as Naval Officer at Jamaica, or relative thereto?—None, but two letters from the Navy Board requiring accounts of the premiums; one I think dated the 3d, and the other the 11th of February 1803.

Do you know by what circumstance the attention of the Navy Board was first directed to your not having given Government credit for the premium on your bills?—No, I do not.

From the time that this order was communicated by Lord Hugh Seymour to Mr. Dick, he of necessity brought the premium to the public credit in his monthly cash accounts; but he soon after resigned the office, and returned to England.

You have said that the Navy Board, by their warrant of the 18th of September 1800, seem to acknowledge that the Naval Officer was to pay discount out of his own pocket and put the premium into it; have you any reason to believe that the Navy Board were acquainted with the circumstance of your not having carried the premium to account previous to their issuing that warrant?—I have no other reason than their having my accounts before them, and no observation having been made by them upon that subject.

What account did you receive from your predecessor or predecessors, of lands in Jamaica, belonging to the Crown?—None other than the original paper now produced, of which the following is a copy:—

"Wherry wharf, let to Mr. Bryan, at	-	£. 220 per annum.
"The other wharf, to Mr. Graham, at	-	80
"The old storehouses, to Mr. Grosset, at	-	80

"Rent paid to the 25th of April 1792.

"One lot of land sold to Mr. Howard for 400*l.* but has had no title, as he objected to its validity without an act of Parliament for the disposal of it, and confirmed by the King in Council.

"Two lots of land sold to Mr. Finnan for 900*l.* but no title as above, but a deposit given of 200*l.* on the day of sale, which sum I credited the Honourable Navy Board with.

"Bath prison—in the possession of the Commissary for prisoners.

"Port Antonio (Navy Island), was in possession of Mr. Littlejohn, who was appointed watchman by Admiral Gambier, but to pay 80*l.* per annum; he dying insolvent, the premises are still in Government's hands.

"Mr. Bryan having greatly improved the Wherry Wharf, an order was given by Admiral Affleck, with the consent of the Navy Board, for the rent to be appropriated by him for the payment of the expence.

"*17th of July* 1797. "WILLIAM SMITH."

When did you receive it, and from whom?—I received it, I think, on the day of its date, the 17th of July 1797; but I cannot say from whose hands.

Is that the only account you received?—Yes.

Do you consider that to be a regular and official paper?—No, I do not; but it was sufficient to my purpose to know where to begin.

Do you consider this paper to be a sufficient record or account of the property of the Crown of so much value?—No; I found it very incorrect, but it led to the discovery of a correct account by law suits.

Did you apply to the Navy Board for a correct account?—No, I did not.

Did you leave a copy of that paper in the office with your successor?—I think I did.

You have stated, that paper led to the discovery of a more correct account; did you leave a copy of such correct account with your successor?—Yes; for which he signed a particular receipt.

In order to ascertain, with as much precision as the case would admit, to what extent the public had suffered, during the late war, by not receiving the benefit of the exchange, we called upon George Hibbert, Thomas Hughan, Robert Millegan, Alexander Henry, and

In what manner did you receive directions from the Navy Board, to inquire into the Crown lands?—It was mentioned to me before I went out, but I cannot say by which of the Commissioners.

Were you called before the Navy Board, previous to your going to Jamaica?—No, I was not; but I desired to be admitted on the subject of an application I intended to make for a house to be built for my residence, which was granted; and there I saw a plan of the yard.

You have said that you have no book or paper that will show the amount of the premium you have received on bills drawn by you as Naval Officer at Jamaica: what do you believe to be the amount of such premium as you have not given Government credit for, previous to the receipt of the Navy Board's warrant of the 18th of September 1800?—I have no conception. I might say with certainty it was to the amount of 5,000*l.* I cannot say with certainty that it was 10,000*l.* nor can I say with certainty that it was not 10,000*l.* I cannot say with certainty that it was not more than 10,000*l.*

Can you say with certainty what was the lowest premium you ever received?—I believe two and a half *per cent.*

Can you say with certainty what was the highest premium you ever received?—For two or three months, seventeen and a half *per cent.*

JAMES DICK.

Chas. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

The Examination of Mr. James Dick, continued on the 16th of Feb. 1803.

Is it the duty of the Naval Officer at Jamaica to consult the Commander in Chief, and obtain his approbation, before he grants leases of lands or premises belonging to government?—Yes, it is; but in one instance I departed from it: I had orders, in the first instance, from Sir Hyde Parker, to lease a certain parcel of the lands to the highest bidders, after they had been recovered from the people who had possession of them. Two or three days previous to his departure, the lands were advertised to be leased to the highest bidder as soon as possession could be given, the possessor of that parcel having carried the case into the Court of Errors. The lease was taken by a man of known good property, I think for one thousand two hundred and ten pounds currency, for seven, eleven, sixteen, or twenty-one years; as soon as that was done at a public coffee-house, I acquainted Sir Hyde Parker with it, who was perfectly satisfied with it, and desired that possession might be given as soon as we had liberty so to do.

Lord Hugh Seymour having superseded him in a very few days afterwards, on my waiting on his Lordship, I informed him of the circumstance, with which he was very much pleased, and desired that possession might be given to Mr. Weatherall as soon as we could.

John Willis, Esquires, merchants of eminence, having connexion with the island of Jamaica, fully qualified to give us information on that subject; whose examinations, taken upon oath, appear in the Appendix; and we also requested of the Board of Ordnance to furnish us

At the time the Court of Errors gave judgment in favour of the Crown, Lord Hugh Seymour was deceased, and Admiral Montague assumed the command, being senior Officer; I cannot say whether I acquainted him with the circumstance; but soon after he came to the command, the yard officers had occasion to represent a want of certain stores, and requested to know whether it was his pleasure they should be purchased. For what reason I know not, but in a very little time after that, I received an order not to trouble him with any letters for the future: soon after that order, which we had implicitly obeyed in every respect, we got possession of the lands in question: I then consulted with the other officers, who were in opinion with me, that I had sufficient authority to sign the lease, which I accordingly did without further application to the Commander in Chief.

A copy of the orders from Admiral Montague I transmitted to the Navy Board, with a copy of the letter, at which I presumed he had taken offence.

Was there any particular advantage or reason for granting the lease before the decision had taken place in the Court of Errors, and the officers of Government became in possession of the land?—I have no doubt the Commander in Chief thought so, as I represented that I knew there were a great many people wanted those lands, and I am very certain that if they had remained unleased till the event of peace had been known, they would not have let for half that sum.

What reason had you to expect at that time that peace was so near taking place?—None at all.

Was there any other instance in which lands or premises belonging to Government had been leased or disposed of by you without the Commander in Chief's approval?—No.

During the time Admiral Montague was Commander in Chief, did you draw any bill upon the Navy Board without his approval or signature?—No; I think I drew but one bill whilst he was there, and that was in favour of the Post-master-General, and I had the Admiral's written order for it.

Did you, in any instance, draw bills, as Naval Officer at Jamaica, without the approbation and signature of the Commander in Chief?—No, never.

Did you receive any case or cases containing spurious coin, whilst acting as Naval Officer at Jamaica?—No, never.

Were there any directed to you?—There were some that were directed to me, and intended to be left at Martinique, but the ship not stopping there, they were brought to St. Domingo. It was a fair and private transaction. Sir Hyde Parker kept them in his possession, and made a complaint against me to the Admiralty, and I have not seen or heard of them since.

Where was it sent from?—It was sent first from Birmingham to Portsmouth, and embarked in the Commerce de Marseilles, which put back into Plymouth; and after laying there several months, was put on board the Janus, I believe, which was to touch at Martinique, where it was to have been delivered to the Master Shipwright, who was dead before its arrival; but the ship not touching there, it was carried to St. Domingo, and put on board the Adventure, where

with the rates of premium brought to account during this period by their officers at Jamaica.

It appears from the account of bills which has been laid before us from the 1st of January 1793, to the 31st of December 1800, be-

it was seized by Sir Hyde Parker, under an idea, as it had been represented, of its being coin or bullion, and with the intention of applying it to the public service and giving me bills to the amount.

For what purpose was it sent to you?—It was intended for Mr. Norval, but directed to me, being the more conspicuous character of the two. The order to the manufacturer was given by me, and the cost something more than one hundred pounds.

What was the nature of the counterfeit coin?—Stampees.

What is the value of the coin in Martinique which the stampees were intended to represent?—About three halfpence.

About what price were the counterfeit stampees charged to you?—I do not recollect.

Were these the first you ordered?—No; I have ordered a few in a private capacity as Purser of the Ramillies.

About what per centage profit do you apprehend might have been derived in passing such spurious coin?—I cannot tell.

Did you order any pattern Johannes?—No, I did not; I believe there was one, or more than one, in one of the cases addressed to me.

Was you informed that there were any two-sous pieces among the coin sent you?—I do not recollect that I was.

Did you ever receive a bill and letter from Mr. Bullock, of which the following is a copy? viz.

James Dick, Esq. To William Bullock.

September 1795.

124 papers of stampees, five gross in each, at 3*s.* 3*d.* per gross, 100*l.* 15*s.*

SIR,

The above I hope will meet with your approval, being a close imitation of the pattern *sent*, and a different composition to those *you had before.* I observe in your letter you say you was to have the stampees at 3*s.* per gross: I never can afford them to you at that price; it was 3*s.* 6*d.*: I have now let you have them as low as I can afford them, 3*s.* 3*d.* I have inclosed in Box No. 1, four papers of two-sous pieces; expect you will find them answer your purpose. I have had application from St. Kitt's, Tortola, and Martinico, but not liking the mode of payment, have not executed these orders. I thought it not amiss to send you a few to try them. The enclosed joe I send as a sample, the value of this 4*s.* 6*d.* (gold) at 23*s.* 9*d.*; it is well executed: this has been worn in the pocket. Two-sous pieces 3*s.* per gross. Have inclosed you a few newspapers, they may afford you some amusement in that part of the world.

Your future favours will be attended to.

Bristol-street. Your most obedient servant,

WM. BULLOCK.

tween which periods the premiums were not carried to account, that the Naval Storekeepers at Jamaica drew upon the Navy Board for 536,258*l.* 2*s.* 6*d.* sterling; and from the best evidence we have been able to obtain, the premium during that time, upon a low average,

Yes; but I do not know whether I received the original, or a copy of it, from Sir Hyde Parker.

Have you any doubt of the letter being intended for you with the spurious money in question?—No, I have no doubt of it.

How was it intended to be employed or disposed of?—It was intended to be delivered to the builder at Martinique, Mr. Norval; but, as I said before, he died previous to their getting out.

JAMES DICK.

Chas. M. Pole.
John Ford.
Henry Nicholls.

The Examination of Mr. James Dick, continued on the 17th of Feb. 1803.

You have said, that the slaves belonging to you were constantly paid by Government; did you receive what was so paid?—Yes, I did, through a person who received it for me.

One of the bills drawn by you, as Naval Officer at Jamaica, in favour of Mr. W. R. Wade, is endorsed by him to James Dick, and afterwards endorsed by James Dick; was that your endorsement?—I cannot tell.

Was you not in the habit of making your remittances to this country in bills drawn by yourself as Naval Officer?—Sometimes; very seldom.

How should you know the bills drawn by you as Naval Officer and remitted on your private account, from the other bills drawn by you?—I cannot tell how I should know them.

To whom did you remit such bills?—I used sometimes to remit them to my wife, Mrs. Ann Dick, and to my agent, the late Mr. Benjamin Robertson, of Union Hall.

Do you recollect having remitted any bills to any other person?—I may have done so, but I cannot recollect the names of the persons.

When did Mr. Benjamin Robertson die?—The beginning of December 1800 or 1801.

Did you remit any bills to Hodsoll and Stirling, or to either of them?—Yes; to the house.

Who was your agent after Mr. Robertson died?—Mr Thomas Goode, of Stanhope-street, Clare-market.

Did you remit any bills to Mr. Goode?—I really do not recollect.

Did Mr. R. W. Wade, or any other person at Jamaica, remit bills to this country on your account?—No.

Was there any other person at Jamaica, during the time you was there, of the same name with yourself?—I believe there were several of the name, having received letters under that name which were not intended for me.

Say who they were?—I did not know any of the name of James Dick, otherwise than by having received those letters.

amounted to 10*l.* *per cent.* and consequently the public have lost the sum of 53,625*l.* 16*s.* 3*d.*

The bills drawn by Mr. Dick, upon which he did not account to Government for the premium, amounted to 364,000*l.*; therefore, by the above average of 10*l.* *per cent.* the public have sustained a loss of 36,400*l.* thereon; but, had we confined the average to the rate of premium whilst he was in office, the loss might fairly have been calculated at a greater sum.

From the Instructions * given to Commanders in Chief, by the Admiralty, we find it to be a part of their duty to approve all bills drawn by Naval Storekeepers, if satisfied that the money has been procured at the best rate of exchange; yet it appears that Mr. James Dick gave to the Commander in Chief, bills to the amount of 45,000*l.* † without

By the substance of the letters which you opened, and which were not intended for you, did it appear that either of the persons of the name of James Dick were merchants or men of business?—I cannot tell; I never looked farther than the signature.

Do you know any person or persons of the name of James Dick?—Yes, I know one who is a merchant in London, and resides at No. 19, Artillery-place.

Did you remit any bills from Jamaica to him?—I believe I might; I do not exactly recollect.

JAMES DICK.

Chs. M. Pole.
John Ford.
Henry Nicholls.

* *Extract of the Instructions from the Right Honourable the Lords Commissioners of the Admiralty, to the Commander in Chief of his Majesty's ships and vessels in the West Indies.*

You are likewise, on the Naval Storekeeper presenting to you (in the absence of the Commissioner), any bills that he may have occasion to draw on the Navy Board for the public service, to require him to lay before you a state of his balance; and if you find he was under the necessity of drawing them, you are to certify the same at the foot of the said bills, provided it shall appear that the money was taken up in consequence of notice previously given by Advertisement for that purpose, and on the most advantageous terms it could be got for the Crown.

† *The Examination of Sir Hyde Parker, Knt. taken upon Oath, the 5th of February* 1803.

Between what periods had you the command of the squadron at Jamaica?—From August 1796 to August 1800.

Are you acquainted with the rates of premium on bills drawn at Jamaica on this country during that period?—No.

charging him any premium, though at that period the rate of exchange was high. On Mr. Dick's being questioned to this point, notwithstanding he had in a previous part of his examination informed us that he considered the premium on his bills as his property, yet, in reply, he said, that, "he thought the Commander in Chief, when he wanted public bills to remit his prize-money to England, had as good a right to them as he had;" but as Mr. Dick neither possessed a right to take himself or give up to any other what belonged to Government, we see no reason for deducting from the charge against him the premium on these bills, which he ought to have received and brought to account; and we observe, by the evidence of Rear-Admiral Bligh*,

In the account now shewn to you, it appears that Mr. Dick, Naval Officer at Jamaica, gave you bills on Government to the amount of 45,000*l.*; be so good as to state the rate of premium that was paid on each of those bills?—I paid no premium.

HYDE PARKER.

Chs. M. Pole.
Ewan Law.
John Ford.
Henry Nicholls.

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* *The Examination of Richard Rodney Bligh, Esq. Vice-Admiral of the Red; taken upon Oath the 4th of April* 1803.

Between what periods did you serve as a Flag-Officer upon the Jamaica station?—I think I arrived at Cape Nichola Mole, in the island of St. Domingo, about the 10th of October 1796, and served as second in command until, I think, about the beginning of July 1799, when I sailed for England with a convoy from Port Antonio in the island of Jamaica.

It appearing, by the cash accounts of Mr. James Dick, Naval Officer at Jamaica, that he gave bills to you to the amount of 4000*l.*; what premium did you pay him for such bills?—He gave me bills to the amount of 8000*l.* sterling; two bills for 2000*l.* each, about the beginning of January 1799: he afterwards gave me six bills; two for 1000*l.* each, and four for 500*l.* each; all at the same time, about the beginning of May of the same year; the whole drawn on the Commissioners of the Navy. The last six bills for 4000*l.* (as far as my recollection serves me), I paid him a premium of 15*l.* *per cent.* for; the other two bills, of 2000*l.* each, I think I paid him premium for, but I have no recollection of the amount.

Can you account for its appearing, by Mr. Dick's cash account, that he only gave you bills to the amount of four thousand pounds, as you have stated he gave you bills for eight thousand pounds?—I can account for it only by the probability of the bills being made out in some other person's name, and endorsed by him to me.

Did you not, whilst at Jamaica, understand it to be the duty of the Naval Officer to carry to account of Government the premium on his bills?—No, I did not.

Hedley sculp

SIR CHARLES KNOWLES BAR.^T

Admiral of the White Squadron

Pubd. by J. Gold 103 Shoe Lane June 30 1803

hat Mr. Dick proposed to give him bills without receiving any premium, which he declined accepting, alledging as a reason for his refusal, that if it belonged to Government, he should have to pay it hereafter, and if it was the fair emolument of Mr. Dick, he had no right to deprive him of it. The Rear-Admiral thinks that Mr. Dick did not say, whether it was his perquisite, or the property of Government, but that he had written on the subject, and had received no answer. Rear Admiral Bligh, therefore, insisted on paying, and did actually pay to him fifteen *per cent.* premium on 4000*l.*; which circumstances strongly prove, that Mr. Dick did not at that time consider, as he has stated to us in his evidence, the premium on his bills to be his property, or a fair perquisite of his office.

ENGRAVING OF THE LATE SIR C. KNOWLES, BART.

PLATE CXXVI.

WE are happy in at length having it in our power to present the Readers of the NAVAL CHRONICLE with a resemblance of the late gallant Admiral Sir CHARLES KNOWLES, whose very interesting Memoirs appeared in our first volume. If any further particulars relating to the worthy Admiral had come to our knowledge, they should have been inserted here.

Was you acquainted with the Instructions from the Navy Board upon that subject?—No, I was not. I remember asking Mr. Dick whether he had any Instructions for bringing the premium to account; and he said he had none, as far as my recollection serves me; and I think he told me he had written on the subject, but had received no answer. Mr. Dick said further, that the Commander in Chief had not paid him a premium, and that he did not wish to take it from me; but I refused having the bills on those terms, and insisted on paying the current premium of the day, telling him that, if the premium belonged to Government, I should have to pay for it hereafter, and if it was his fair emolument, I had no right to deprive him of it.

What motive do you apprehend could induce Mr. Dick to give the Commander in Chief bills, the premium on which would have amounted to some thousand pounds, and to offer to give you bills without premium, if he actually considered it to be a fair and allowed perquisite of his office?—I do not know.

Upon the bills drawn in your favour by Mr. de Coetlogon, Naval Officer at St. Domingo, did you pay him any and what premium?—None; money was very scarce at the time, and there was no premium.

R. R. BLIGH.

Ewan Law.
John Ford.
Henry Nicholls.

[*To be continued.*

MARINE DESIGNS, NAVAL PORTRAITS, &c. *

IN THE

EXHIBITION AT THE ROYAL ACADEMY.

M,DCCC,III.

THE THIRTY-FIFTH.

——— Qui agit, ut prior sit, forsitan etiam, si non transierit,
Æquabit.

QUINCT. ORAT. INSTIT. lib. x. cap. II.

7 A CALM, with fishermen dragging a net. *R. Freebairn.*
39 A calm on the Elbe. *R. Clevely.*
40 Portrait of Captain Brooking, of the Navy. *J. Northcote, R. A.*
60 Prospero and Miranda. *H. Thomson.*

PROS.—They hurried us aboard a bark ;
Bore us some leagues to sea ; where they prepar'd
A rotten carcass of a boat, not rigg'd ;
————————— the very rats
Instinctively had quit it.

MIR.—Alack ! what trouble
Was I then to you.

PROS.—————— Oh ! a cherubim
Thou wast, that did preserve me. Thou did'st smile,
Infused with a fortitude from Heaven,
When I have deck'd the sea with drops full salt ;
Under my burden groan'd."

SHAKESPEARE'S *Tempest*, Act I. Sc. 2.

88 View on the river Wye. *J. Rathbone.*
90 Dutch fishermen. *W. Frost, H.*
139 Perilous situation of the Honourable East India Company's ship Rockingham, commanded by T. Butter, Esq. having, on an expedition up the Red Sea, struck upon a dangerous shoal. *N. Pocock.*
146 Calais Pier, with French poissards preparing for sea : an English packet arriving. *J. M. W. Turner, R. A.*
159 The disabled situation in which the Guillaume Tell, of 84 guns (bearing the flag of Vice-Admiral Decres), was found at day-break of the 30th of March 1800, after having been

* The numbers refer to their place in the Exhibition. *R. A.* Royal Academician. *A.* Associate. *H.* Honary.

engaged by his Majesty's ship Penelope, of 36 guns, commanded by the Hon. H. Blackwood; as also the Foudroyant, Lion, Stromboli, and Vicenza brig coming up astern, by the two first of which she was afterwards engaged. *N. Pocock.*

173 The gallant sailor boy, returning home with his mother and sister, attacked by robbers, bravely defends his prize-money. *W. R. Bigg, A.*

186 The sailor boy rescued, and his prize-money restored. *W. R. Bigg, A.*

201 The Hindostan, G. Millet, Commander, and senior Officer of eighteen sail of East Indiamen, with the signal to wear sternmost and leewardmost ships first. *N. Pocock.*

2:0 A storm. *R. Freebairn.*

Anti-Room.

214 Portrait of the late gallant Captain Riou, who was killed off Copenhagen. *S. Shelley.*

224 The sailors' revels. *G. Wilson.*

228 Ships at anchor: squall coming on. *T. Whitcombe.*

256 Portrait of a foreign nobleman in the British service, with a view of his Majesty's ship le Tigre, Constantinople, as seen from the artillery wharf at Top Nana. *R. K. Porter.*

282 Shipwrecked sailors relating their misfortunes. *S. Drummond.*

Council-Room.

318 Portrait of Captain Manby, of the Navy. — *Hobday.*

322 A place of sepulture at Pelew: portrait of one of the wives of Abba Thule, mentioned in p. 103 of Mr. Keate's account of the Pelew Islands. The cove at Oroolong, with the vessel building in which the English effected their deliverance. *A. W. Devis.*

436 Cowes harbour, Isle of Wight. *J. Powell.*

474 Barmouth harbour. *L. Francia.*

Antique Academy.

577 A storm. *J. Harris.*

High o'er the bowsprit stretch'd the tortur'd sail
And on the rack distend beneath the gale;
But scarce the yielding prow its impulse knew,
When in a thousand slitting shreds it flew.

Vide Falconer's *Shipwreck.*

578 View of Dover Pier. *C. Byfield.*

639 Portrait of Captain Sir T. Livingston, Bart. *H. Thompson, A.*

LIBRARY.

689 A view of Calais harbour from the quays. *J. Emery, H.*

693 Night after a storm, on the coast of Picardy. *L. Francia.*

695 A view of Hull, from the Humber. *J. Emery, H.*

721 A view of the Isle of Wight. *Miss B. Clutton, H.*

MODEL ACADEMY.

887 Design for a mausoleum of Egyptian architecture, proposed to be erected on the scite of the ancient Sarapium, at the foot of Pompey's Pillar in Egypt, to the memory of Sir Ralph Abercromby, the Officers, and soldiers, who fell in the battle with the French, under General Menou, at the lake Madie, near Alexandria, on the 21st of March 1801; also, to those naval Officers and sailors who fell in the gallant attack and glorious defeat of the French fleet under Admiral de Brueys, in Aboukir Bay, on the night of the 31st of July 1798. *G. Smith.*

916 A view of Scarborough, with his Majesty's armed ship Prince William just anchoring in a fresh gale. *Capt. Kichbell, H.*

987 Design for a British temple to Victory. *I. Savage.*

988 Temple of British Isles. *S. Benwell.*

> The sacred fane, a tribute to the isles
> Where Freedom dwells, and fruitful commerce smiles;
> O'er the wide bosom of the sea t' explore,
> To croud the sail, and visit every shore;
> Their sons intrepid, though by tempests hurl'd,
> In triumph ride the conquerors of the world.

ILLUSTRATIONS OF NAVAL HISTORY.

[*From Sir* WILLIAM MONSON's *Naval Tracts.*]

How to fight at sea one ship with another; or in fleets; or ships against gallies; or gallies against ships; and the manner how every country preserves men from danger in a fight.

BEFORE ships and fleets encounter, or enter into action, these things following are necessary to be done: to divide the company into three parts; the one appointed to tack the ship, the second to ply the small shot, and the third to attend the ordnance; but not

so precisely, but that one may be assisting to the other in the three several places.

The ship is to be brought into its short and fighting sails, viz. her foresail, her main and foretop sail; for the other sails are troublesome to handle, and make the ship heel so, that her ordnance cannot be used, beside the danger of firing her sails with arrows and other wild fire from the enemy.

The Master is to appoint a valiant and sufficient man at the helm; and to receive his directions from his Captain how to order the fight, and where to board; which must be done with most advantage, and according to the placing of the enemy's ordnance; and therefore it is requisite to have a Captain of experience.

Every Officer is to do his part; the Boatswain to sling their yards; to put forth the flag, ancient, and streamers, to arm the tops and waste cloths, to spread the netting, to provide tubs, and to command the company to make urine in them, for the Gunners to use in their sponges to cool their ordnance in the fight; and all other things that belong to his charge.

The Gunner is to appoint his Officers to their quarters, to have care of their files, budge barrels, and cartridges; to have his shot in a locker for every piece, and the yeoman of the powder to keep his room, and to be watchful of it, and to have his eye upon any leak that shall happen in the hold.

The Carpenter is to be vigilant, and to have his oakum, lead, nails, and what else belongs to the stopping of leaks, in readiness. He must have a man always ready to sling overboard, if there chance to be a leak. Or if there be cause to take in the lower tier of ordnance, by the sudden growing and working of the sea, he must have all things ready to caulk the ports.

THE BUILDING OF SHIPS.

There are two manner of built ships: the one with a flush deck, fore and aft, sunk and low by water; the other lofty and high charged, with a half deck, forecastle, and copperidge head.

This ship with a flush deck I hold good to fight in, if she be a fast ship by the wind, and keep herself from boarding: she is roomsome for her men, and yare to run to and in again; but she is not a ship to board, unless it be a merchant, or another ship that is inferior to her in strength and number of people.

For if it happen that she be boarded, and put to her defence, she lieth open to her enemy; for, gaining her upper deck, you win her, having neither forecastle, nor other close fight to retire unto; and in that case the defensive part of the ship is the strength of the forecastle.

When her deck shall be gained, and her people beaten down into the second deck, the only help is to use stratagems by fire, in making trains in divers fashions to blow up the upper deck, and the men upon it; and this did the *Biscainer* I have formerly spoken of in my first book, in the voyage I first went to sea, and the first fight I did ever see, in 1585.

This ship had a flush deck, fore and aft, which in boarding we won upon her, and her men retiring into her other deck, spent the most part of their powder in making trains to blow us up, which by fortune we prevented, and our fire pikes took fire before it could be brought to perfection; and thus, after twelve hours fight in the night, we being upon a flush deck, and commanding their scuttles aloft, that they could not come up to us, and they commanding the scuttles below, that we could not go down to them, they grew so weary for want of powder, and the death of their people, that they yielded, after twelve hours sail on board her.

As I have said, such a ship that has neither forecastle, copperidge head, nor any other manner of defence, but with her men only; that hath no fowlers, which are pieces of greatest importance, after a ship is boarded and entered, or lieth board and board; for the ordnance stands her in little stead, and are as apt to endanger themselves as their enemy; for, in giving fire, it may take hold of pitch, tar, oakum, or powder, and burn them both for company: but a murderer or fowler being shot out of their own ship, laden with dice shot, will scour the deck of the enemy, and not suffer the head of a man to appear.

The advantage of a ship with a flush deck, that boards another to windward, is this; she may with her lee ordnance shoot the other under water, and herself in no hazard; the ship that is boarded to leeward of her is at the other's mercy, and becomes weak in comparison of the other to windward.

Whoever enters and takes possession of the upper deck of such a ship, shall be able to cut down her masts, shrouds, and all things over head; that though he take her not, yet she shall be left a wreck in the sea, and perish.

I will make a comparison of the *James Regis* of his Majesty, of whom I will say, that for her mold and condition, she is a paragon of ships, and not to be equalled; but in her built with a flush deck, and her close galley abaft, she is to be excepted against in a defensive part; but how it may be amended, and she be made serviceable, as well for defence as offence, I will refer to my own direction, with his Majesty's approbation; though something I will say of her close galley, that is made only for a shew, and to accommodate Captains, when I shall have occasion to treat of gallies.

The only strength of the James at this present is in her broadside, where she hath two brave platforms of ordnance, to overawe any ship to board her; nor no enemy in discretion will do it, if he can find a weaker part in the ship to attempt: but suppose she be boarded in her prow, or abaft at the poop, and be entered by more men than the hands of her company can resist, she neither having forecastle a-head, nor close fight abaft, all must rest upon the strength and valour of a few men; which, if they be overcome, both ship and they must fall into the hands of an enemy.

The best manner of a fight in a ship of a flush deck, or any other, indeed, being to windward of his enemy, is to bring himself within pistol shot of her, and to ply her and her ports with small shot at that distance; to load her ordnance, some with musquet bullets, others with cross-bar and langrel shot, or billets, to be the destruction of men; but to avoid boarding, or being boarded: this I hold the best manner of fight betwixt ship and ship; it will make short work, and the quarrel will be soon decided; as fighting further off is like a Smithfield fray in times past with sword and buckler, which is nothing but the wasting and consuming of powder to no purpose.

A high built ship is the better, for these reasons: majesty and terror to the enemy, more commodious for the harbouring of men; she will be able to carry more artillery, of greater strength within board, and make the greater defence; she will overtop a lower and snug ship; her men cannot be so well discerned, for that the waste clothes will take away the view and sight of them.

And lastly, to speak of a ship of three decks, it is thus: she is very inconvenient, dangerous, and unserviceable; the number and weight of the ordnance wrings her sides, and weakens her; it is seldom seen that you have calm so many hours together, as to keep out her lower tier; and when they are out, and forced to haul them in again, it is with great labour and travail to the gunners, when they should be fighting; she casts so great a smoak within board, that people must use their arms like blind men, not knowing how to go about their work, nor have a sight of the ship with whom they encounter.

HOW TO PRESERVE MEN IN FIGHT.

Several nations have several ways to preserve their men in fight at sea. The French used to stow half their soldiers in the hold, and to draw them out, causing the others to retire as there shall be occasion or necessity. This I hold dangerous, troublesome, and inconvenient; when all men are otherwise busy in their several places, to pass to and again with their matches lighted, which may unhappily fall on some thing to take fire.

The Spaniards imitate their former discipline at land; as, namely, a van guard, a rear-guard, and a main battle: the forecastle they count their head front for van-guard; that abaft the mast for rear-guard; and the waist their main battle, wherein they place their principal force.

This in my opinion will breed great disorders, especially if the ship should fight with all her sails standing; for the labour of the mariners in tacking and handing their sails will confound them, that they know not what to do; but if they fight with their small sails, it will prove the better: but, howsoever, there is no provision for the safeguard of men, who lie open to their enemy.

The Dunkirkers use in fight to place themselves flat on their bellies upon their decks, that the shot, great or small, coming from an enemy, shall have only their head for their aim. This is to be allowed in small ships, that carry not many men or ordnance; but inconvenient in greater vessels, where men are ever in action, running and stirring up and down in the ship.

There is a device made with a plank of elm, because it does not shiver like oak. This plank is musquet proof, and removed with trunks from one part of the ship to the other, which is a good safeguard for small shot: but in my opinion, I prefer the quoiling of cables on the deck, and keeping part of the men within them, (as the French do theirs in hold,) above all the rest; for the soldiers are in and out speedily, upon all sudden occasions, to succour any part of the ship, or to enter an enemy, without troubling the sailors in handing their sails, or the gunners in plying their ordnance.

The Hollanders of late years have got a reputation at sea; though for their warlike affairs they have little deserved it, as I have shewn in the first book; for they never made fight of six ships to six, as is there to be seen; but now of late, and since the truce ended with Spain, and that the Dunkirkers are grown strong and powerful by sea, they have often encountered ship to ship, or two to two, but never with fleet; and more to the commendation of the Dunkirkers than themselves.

Whereas I have shewed every country's manner of fight at sea, and their care to preserve their men from danger, and to annoy the enemy to advantage. Instead of cables, planks, and other devices, to preserve their men, the Hollanders, wanting natural valour of themselves, used to line their company in the head, by giving them gunpowder to drink, and other kind of liquor to make them sooner drunk; which, besides it is a barbarous and unchristian-like act, when they are in danger of death, to make them ready for the devil, it often proves more perilous than prosperous to them, by firing their own ships, or making a confusedness in the fight, their wits being taken from them;

whereas, if they had been sober, they might have fought in good order.

THE DIRECTION OF A FIGHT IN A NAVAL BATTLE.

The most famous naval battles these late years have afforded, were those of Lepauto against the Turks, in 1577; of the Spaniards against the French, at the Tercera Islands, in 1580; and betwixt the Armada of Spain and the English, in 1588.

In these encounters, wherein the Spaniards had the chiefest part, as I have said before, they imitated the discipline of war by land, in drawing their ships into a form of fight, which, in my opinion, is not so convenient; though I confess in a sea battle, that shall consist of gallies, in a calm, it is better to observe that order than in ships; for men may as well follow direction by their hands in towing, as an army by words of the tongue speaking, and their legs moving.

But ships must be carried by wind and sails, and the sea affording no firm or stedfast footing, cannot be commanded to take their ranks like soldiers in a battle by land.

The weather at sea is never certain: the winds variable, ships unequal in sailing; and when they strictly seek to keep their order, commonly they fall foul of another; and in such cases they are more careful to observe their directions, than to offend the enemy, whereby they will be brought into disorder amongst themselves.

Suppose a fleet to be placed in the form of a half-moon, or other proportion, to fight; if an enemy charge them home in any of the corners of the half-moon, they will be forced to bear up soon into their main battle; and then will ensue dangers, and great disorders of boarding one another; insomuch, that it will not be possible for a general to give new directions, but every ship must fight as it will, not by command.

For the avoiding such confusion, the instructions of a general ought not to consist of many words; for the greatest advantage in a sea-fight is to get the wind of one another; for he that has the wind is out of danger of being boarded, and has the advantage where to board, and how to attempt the enemy: and thus did the Marquis of *Santa Cruz* labour to do three days, before he could get the wind of Monsieur L'Estrous, at the Tercera Islands, whom he afterwards overcame, and had a great victory over him.

The wind being thus gotten, a General need give no other direction than to every Admiral of a squadron to draw together their squadrons, and every one to undertake his opposite squadron, or where he shall do it to his greatest advantage; but to be sure to take a good distance of one another, and to relieve that squadron that shall be overcharged or distressed.

Let them give warning to their ships not to venture so far as to bring themselves to leeward of the enemy; for so shall they either dishonour themselves, to see such a ship taken in their view, or in seeking to relieve her, they shall bring themselves to leeward, and lose the advantage they had formerly gotten; for it will be in the power of the enemy to board them, and they not to avoid it, which was the only thing coveted by the Spaniards in our time of war, by reason of the advantage of their ships, as I have before expressed.

The strict ordering of battles by ships was before the invention of the bowling; for then there was no sailing but before the wind, nor no fighting but by boarding; whereas now a ship will sail within six points of thirty two, or by the advantage of the wind, may rout any fleet that is placed in that form of battle.

A FIGHT WITH GALLIES TO GALLIES, AND GALLIES TO SINGLE SHIPS.

There is no precedent of these latter times that gallies have been of use in our seas, till the latter end of the Queen's reign, when two squadrons of gallies were brought out of Spain into Flanders; the one in the year 1599, the other in the year 1602; the latter commanded by Frederick Spinola, brother to the late Marquis Spinola, who after was slain in the same gallies.

All the designs of the Spaniards, undertaken against England by sea in the days of Queen Elizabeth, proved unlucky and fruitless, the reason whereof to wise men is not to be marvelled at; for their actions have been grounded on so little judgment, that it was no great art to divine their evil success before they were undertaken.

Let this act of bringing down the gallies aforesaid, be paralleled with their great expedition in 1588, and it will appear they both failed in one kind, that is to say, for want of an able and secure port to entertain them upon their arrival in Flanders; for, though the gallies had the harbours of Graveling, Dunkirk, and Sluice, at that time, yet such is the nature of those ports, that no vessel of their draught can go in or out of them, but from half tide to half tide; for they are bare harbours, and all the rest of the tide they are dry; so as if a galley observes not her just time of entrance, she is exposed to the mercy of the sea, the danger of the shore, or to fall into the hands of an enemy; and therefore, whoever thinks to make use of gallies, and not to be secured of a port at all times and tides, will shew himself weak in all sea affairs, as the Spaniards have done in this, and in their expedition of 1588, as I have before declared.

The proper use of gallies is against gallies in the Mediterranean sea, that is subject to calms, and where both Turks and Christians strive

to exceed one another in that kind of vessels; he accounting himself master of those seas, that has the greatest number and best ordered gallies.

And such was the goodness of God towards the Christian commonwealth, that in the battle of Lepanto, in 1577, he gave a most happy and victorious overthrow to the cruel and misbelieving Turks, who since that time have not been able to hold up their hands or heads against the Christian forces within the Mediterranean sea.

Next to the valour and well marshalling order of the Christian navy of gallies, the next attribute is to be given to the gallies of Venice, which, though they were but six in number, yet such is the advantage of those vessels against gallies, that they did the Christian gallies treble the service of their number.

You must know that a galley is built like the Rainbow, or Vanguard of his Majesty, low and snug by the water, and carries the force of a ship in men and ordnance; but the thing that gives her advantage in fight, is her oars; not that there can be expected any swiftness in rowing, but with her oars she is of that agility, that she is able to wind about as she sees occasion to damnify her enemy; whereas a ship lies like a log of wood, not able in a calm to help herself, or to have the help of a rudder to guide her.

If gallies be forced to fly from other gallies, and not of speed to overgo them, they fall into the mercy of those that chase them; for it is to be considered, that the strength of a galley is in her prow, where she carries her ordnance, as I have before declared; for, unless it be some choice ones of Malta and Florence, no other Christian galley carries artillery to fire astern; so that of necessity, those gallies chased must either yield, be burnt, or sunk.

In a desperate case, where gallies in battle are in danger to fall into the hands of the enemy, the present remedy is to proclaim liberty to all the slaves, and to put arms in their hands to fight for their defence and to deliver them out of their chains, and make them freemen. This was the safety of Don John of Austria, in the great and famous battle of Lepanto.

The chief annoyance that can be done a galley in fight, is to seek the destruction of the slaves and oars, for without them, gallies are of no use; and, therefore, whoever fights with gallies, must seek, with cross bars and langrel shot, to hurt and spoil their men and oars.

And in this case, a ship that carries her ordnance low, and her hull high built, has a great advantage of a galley, for her ordnance will lie level with her oars; and if she have the fortune to take away a row of them on either side, she falls into the mercy of the ship: or, if she be desperately forced to board the same ship, she will not be able to enter her, in respect of her height and high carving.

PHILOSOPHICAL PAPER.

Account of the rising and falling of the Mercury in a Barometer, upon the change of Weather. By Dr. HALLEY.

TO account for the different heights of the Mercury at several times, it will be necessary to enumerate some of the principal observations made upon the barometer.

1. In calm weather, when the air is inclined to rain, the mercury is commonly low.

2. In serene, good, settled weather, the mercury is generally high.

3. Upon very high winds, though they be not accompanied with rain, the mercury sinks lowest of all, with relation to the point of the compass the wind blows upon.

4. The greatest height of the mercury, *cæteris paribus*, are found upon easterly and north-easterly winds.

5. In calm frosty weather the mercury generally stands high.

6. After very great storms of wind, when the quicksilver has been low, it generally rises again very fast.

7. The more northerly places have greater alterations of the barometer than the more southerly.

8. Within the tropics, and near them, those accounts we have had from others, and my own observations at St. Helena, make very little or no variation of the height of the mercury in all weathers.

Hence, I conceive, that the principal cause of the rise and fall of the mercury, is from the variable winds which are found in the temperate zones, and whose great inconstancy here in England is most notorious.

A second cause is the uncertain exhalation and precipitation of the vapours lodging in the air, whereby it comes to be at one time more crowded than another, and consequently heavier; but this latter in a great measure depends upon the former. Now from these principles I shall endeavour to explicate the several phenomena of the barometer, taking them in the same order I laid them down.

1. The Mercury being low inclines it to rain, because the air being light, the vapours are no longer supported thereby, being become specifically heavier than the medium wherein they floated; so that they descend towards the earth, and in the fall meeting with other aqueous particles, they incorporate together, and form little drops of rain. But the mercury's being at one time lower than at another, is the effect of two contrary winds blowing *from* the place where the

barometer stands, whereby the air of that place is carried both ways from it, and consequently the incumbent cylinder of air is diminished, and accordingly the mercury sinks. As, for instance, if in the *German Ocean* it should blow a gale of westerly wind, and at the same time an easterly wind in the *Irish Sea*; or, if in *France* it should blow a northerly wind, and in *Scotland* a southerly, it must be granted me, that that part of the atmosphere impendant over England would thereby be exhausted and attenuated, and the mercury would subside, and the vapours which before floated in those parts of the air of equal gravity with themselves, would sink to the earth.

2. The great height of the barometer is occasioned by two contrary winds blowing *towards* the place of observation, whereby the air of other places is brought thither and accumulated; so that the incumbent cylinder of air being increased both in height and weight, the mercury pressed thereby must needs rise and stand high, as long as the winds continue so to blow; and then the air being specifically heavier, the vapours are better suspended, so that they have no inclination to precipitate and fall down in drops; which is the reason of the serene good weather, which attends the greater heights of the mercury.

3. The mercury sinks the lowest of all by the very rapid motion of the air in storms of wind. For the tract or region of the earth's surface, wherein these winds rage, not extending all round the globe, that stagnant air which is left behind, as likewise that on the sides, cannot come in so fast as to supply the evacuation made by so swift a current; so that the air must necessarily be attenuated when and where the said winds continue to blow, and that more or less according to their violence; add to which, that the horizontal motion of the air being so quick as it is, may, in all probability, take off some part of the perpendicular pressure thereof; and the great agitation of its particles is the reason why the vapours are dissipated and do not condense into drops so as to form rain, otherwise the natural consequence of the air's rarefaction.

4. The mercury stands the highest upon an easterly or north-easterly wind, because in the great *Atlantic Ocean*, on this side the thirty-fifth degree of north latitude, the westerly and south-westerly winds blow almost always trade, so that whenever here the wind comes up at east and north-east, it is sure to be checked by a contrary gale as soon as it reaches the ocean; wherefore, according to what is made out in our second remark, the air must needs be heaped over this island, and consequently the mercury must stand high, as often as these winds blow. This holds true in this country, but it is not a general rule for others where the winds are under different circum-

stances; and I have sometimes seen the mercury here as low as twenty-nine inches, upon an easterly wind: but then it blew exceeding hard, and so comes to be accounted for by what was observed upon the third remark.

5. In calm frosty weather the mercury generally stands high, because (as I conceive), it seldom freezes but when the wind comes out of the northern and north-eastern quarters, or at least unless these winds blow at no great distance off; for the northern parts of Germany, Denmark, Sweden, Norway, and all that tract from whence north-east winds come, are subject to almost continual frost all the winter, and thereby the lower air is very much condensed, and in that state is brought hitherwards by those winds, and being accumulated by the opposition of the westerly winds blowing in the ocean, the mercury must needs be pressed to a more than ordinary height; and, as a concurring cause, the shrinking of the lower parts of the air into lesser room by cold, must needs cause a descent of the upper parts of the atmosphere to reduce the cavity made by this contraction to an equilibrium.

6. After great storms of wind, when the mercury has been very low, it generally rises again very fast. I once observed it to rise one inch and a half in less than six hours, after a long continued storm of south-west wind. The reason is, because the air being very much rarefied, by the great evacuations which such continued storms make thereof, the neighbouring air runs in more swiftly to bring it to an equilibrium; as we see water runs the swifter for having a great declivity.

7. The variations are greater in the more northerly parts, as at Stockholm greater than at Paris (compared by Mr. Paschall), because the more northerly places have usually greater storms of wind than the more southerly, whereby the mercury should sink lower in that extreme; and then the northerly winds bringing the more condensed and ponderous air from the neighbourhood of the pole, and that again being checked by a southerly wind at no great distance, and so heaped, must of necessity make the mercury in such case stand higher in the other extreme.

8. Lastly, this remark, that there is little or no variation near the equinoctial, as at Barbadoes and St. Helena, does above all things confirm the hypothesis of the variable winds being the cause of these variations of the height of the mercury; for in the places above mentioned, there is always an easy gale of wind blowing nearly from the same point, *viz* E. N. E. at Barbadoes, and E. S. E. at St. Helena, so that there being no contrary currents of the air to exhaust or accumulate it, the atmosphere continues much in the same state;

however, upon hurricanes, the most violent of storms, the mercury has been observed very low, but this is but once in two or three years and it soon recovers its settled state of about twenty-nine inches and a half.

The principal objection against this doctrine is, that I suppose the air sometimes to move *from* those parts where it is already evacuated below the equilibrium, and sometimes again *towards* those parts where it is condensed and crowded above the mean state, which may be thought contrary to the laws of statics, and the rules of the equilibrium of fluids. But those who shall consider how when once an impetus is given to a fluid body, it is capable of mounting above its level, and checking others that have a contrary tendency to descend by their own gravity, will no longer regard this as a material obstacle; but will rather conclude, that the great analogy there is between the rising and falling of the water upon the flux and reflux of the sea, and thus of accumulating and extenuating the air, is a great argument for the truth of this hypothesis. For as the sea, over against the coast of Essex, rises and swells by the meeting of the two contrary tides of flood, whereof the one comes from the S. W. along the channel of England, and the other from the north; and, on the contrary, sinks below the level upon the retreat of the waters both ways, in the tide of ebb; so it is very probable, that the air may ebb and flow in the same manner; but by reason of the diversity of causes whereby the air may be set in moving, the times of these fluxes and refluxes thereof, are purely casual, and not reducible to any rule, as are the motions of the sea, depending wholly upon the regular course of the moon.

NAVAL LITERATURE.

Travels in Upper and Lower Egypt, &c. &c. *By* VIVANT DENON.

(Concluded from Vol. VIII. Page 245.)

M. DENON was an eye-witness of the battle of the Nile, from a tower in the neighbourhood of the Bay of Aboukir; his account of that event, so disastrous to the navy of his country, is worthy to be preserved among the many curious details which we have given of that celebrated engagement.

On the morning of the first of August we were masters of Egypt, Corfu, and Malta; and the security of these possessions, annexed to

France, seemed in a great measure to depend on the thirteen ships of the line we had with us. The powerful English fleets which were cruising in the Mediterranean, could not be supplied with stores and provisions without much difficulty and an enormous expense.

Bonaparte, who was sensible of all the advantages of such a position, was desirous to secure these advantages, by bringing our fleet into the harbour of Alexandria; and offered two thousand sequins to any one who should acccomplish this. It is said that several of the captains of merchantmen had sounded, and found a passage for the fleet into the old harbour. The evil genius of France, however, counselled and persuaded the Admiral to moor his ships in the bay of Aboukir, and thus to change in one day the result of a long train of successes.

In the course of the afternoon chance led us to Abu-Mandur, the convent I have already mentioned, and which terminates a pleasant walk from Rosetta along the river side. When we had reached the tower which commands the monastery, we descried a fleet of twenty sail *. To come up, to range themselves in a line, and to attack, were the operations of a minute. The first shot was fired at five o'clock; and shortly after, our view of the movements of the two fleets was intercepted by the smoke. When night came on we could distinguish somewhat better, without, however, being able to give an account of what passed. The danger to which we were exposed, of falling into the hands of the smallest troop of Bedouins which might come that way, did not draw our attention from an event by which we were so strongly interested. Rolls of fire incessantly gushing from the mouths of the cannon, evinced clearly that the combat was dreadful, and supported with an equal obstinacy on both sides. On our return to Rosetta we climbed on the roofs of the houses, from whence, at ten o'clock, we perceived a strong light, which indicated a fire. A few minutes after we heard a terrible explosion, which was followed by a profound silence. As we had seen a firing kept up from the left to the right on the object in flames, we drew a conclusion that it was one of the enemy's ships which had been set fire to by our people; and we imputed the silence which ensued to the retreat of the English, who, as our ships were moored, were exclusively in possession of the range of the bay, and who, consequently, could persevere in, or discontinue the combat at pleasure. At eleven

* Throughout the whole of this narrative of the defeat of the French fleet in Aboukir Bay, it should be recollected, that it is the production of a Frenchman, who either would not, or could not, see things precisely as they were. There were fifteen sail only, including the Mutine brig.—*Translator.*

o'clock a slow fire was kept up; and at midnight the action again became general: it continued until two in the morning. At day-break I was at the advanced posts, and ten minutes after the fleets were once more engaged. At nine o'clock another ship blew up. At ten four ships, the only ones which were not disabled, and which I could distinguish to be French, crowded their sails, and quitted the field of battle, in the possession of which they appeared to be, as they were neither attacked nor followed. Such was the phantom produced by the enthusiasm of hope.

I took my station at the tower of Abu-Mandur, from whence I counted twenty-five vessels, half of which were shattered wrecks, and the others incapable of manœuvring to afford them assistance. For three days we remained in this state of cruel uncertainty. By the help of my spying-glass I had made a drawing of this disastrous scene, to be enabled the better to ascertain whether the morrow would be productive of any change. In this way we cherished illusion, and spurned at all evidence, until at length the passage across the bar being cut off, and the communication with Alexandria intercepted, we found that our situation was altered, and that separated from the mother-country, we were become the inhabitants of a distant colony, where we should be obliged to depend on our own resources for subsistence until the peace. We learned, in short, that the English fleet had surrounded our line, which was not moored sufficiently near to the island to be protected by the batteries; and that the enemy, formed in a double line, had attacked our ships one after the other, and had by this manœuvre, which prevented them from acting in concert, rendered one-half of the fleet witness of the destruction of the other half. We learned that it was the Orient which blew up at ten o'clock at night, and the Hercule the following morning; and that the Captains of the ships of the line, the Guillaume Tell and Genereux, and of the frigates la Diane and la Justice, perceiving that the rest of the fleet had fallen into the enemy's hands, had taken advantage of a moment of lassitude and inaction on the part of the English, to effect their escape. We learned, lastly, that the 1st of August had broken the unity of our forces; and that the destruction of our fleet, by which the lustre of our glory was tarnished, had restored to the enemy the empire of the Mediterranean; an empire which had been wrested from them by the matchless exploits of our armies, and which could only have been secured to us by the existence of our ships of war.

Our position was entirely changed. In the possibility of being attacked, we were under the necessity of making preparations for our

defence, for which purpose a general inspection of our different positions was made, the entrance of the Nile fortified, and a battery erected on one of the islands.

Soon after M. Denon accompanied a caravan from Cairo to Rosetta, along the coast. His reflections on the dead bodies and wrecks with which the shore was strewed, do honour to his feelings.

We reached the sea side at midnight, when the rising moon lighted up a new scene. The shore, to the extent of four leagues, was covered by wrecks, which enabled us to form an estimate of the loss we had sustained at the battle of Aboukir. To procure a few nails, or a few iron hoops, the wandering Arabs were employed in burning on the beach the masts, gun carriages, boats, &c. which had been constructed at so vast an expense in our ports, and even the wrecks of which were a treasure in a country where so few of these objects were to be found. The robbers fled at our approach; and nothing was left but the bodies of the wretched victims, drifted on the loose sand, by which they were half covered, and exhibiting there a spectacle as sublime as terrific. The sight of these distressing objects plunged my soul by degrees in a deep melancholy. I endeavoured to shun these terrifying spectres, but in vain: all those that came across me attracted my attention by their various attitudes, and made different impressions on my mind. But a few months before, young, replete with health, courage, and hope, they had, by a noble effort, torn themselves from the embraces of their weeping mothers, sisters, and wives, and from the feeble struggles of their tender infants. All those by whom they were cherished, said I to myself, and who, yielding to their ardour, had allowed them to depart, are still offering up prayers for their success, and for their safe return: waiting with avidity the news of their triumphs, they are preparing feasts for them, and counting the moments as they pass, while the objects of their expectation lie on a distant beach, parched up by a burning sand, and having their skulls already bleached. To whom does that mangled skeleton belong? Is it thine, intrepid Thevenard? Unwilling to suffer the amputation of thy fractured limbs, thou hadst no other wish to gratify than the honour of dying at thy post. Thy impatient ardour would have been tired out by the delays of the operation—thou hadst nothing more to expect from life; but thou mightest still give a useful order, and was apprehensive of being anticipated by death. Another spectre succeeds, having its arm raised over its head, which is sunk

into the sand. Slain in the fight, remorse seems to have survived thy courageous end. Hast thou any reproach to make against thyself? Thy mutilated limbs attest thy courage; and couldst thou be more than brave? Is it owing to thy mistakes that the wrecks which the waves have thrown up are accumulated about thee? How great is my regret, that my soul, filled with emotion at quitting thy remains, can only bestow on them unavailing pity. Who is this other, seated, and with his legs shot away? He appears, by his countenance, to arrest for a moment the death to which he is already a prey! It is thou, unquestionably, courageous Dupetitoire! Receive the tribute of the enthusiasm with which thou hast inspired me. Thou hast perished; but thy eyes, in closing, did not see thy colours struck; and thy last word was an order given from the deck to pour a broadside on the enemies of thy country. Adieu! thy ashes are denied a tomb; but the tears of the hero by whom thou art regretted, are the unperishable trophy which will inscribe thy name in the temple of remembrance. Who is this in the tranquil attitude of a virtuous man, whose last action was dictated by wisdom and by his duty? His view is still directed towards the English fleet. Like Bayard, it was his wish to die with his face turned towards the enemy. His hand is stretched out towards a youthful corpse, which is fast hastening to decay. I can distinguish, however, a lengthened neck, and outstretched arms. It is thou, young hero, amiable Casabianca! It can be no other. Death, inflexible death, has united thee to thy father, whom thou preferedst before life. Sensible and respectable youth, time held out to thee a promise of future glory; but thy filial piety made choice of death: accept our tears, the reward of thy virtues.

Poetry.

ODE FOR HIS MAJESTY's BIRTH-DAY, 1803,

BY HENRY JAMES PYE, ESQ. POET LAUREAT.

BRITAIN, alas! has woo'd in vain,
Reluctant Peace, thy placid charms;
Compell'd, she treads once more th' ensanguin'd plain
Where Fame, where Freedom call aloud for arms.
Yet be awhile the battle's sound
In notes of festive triumph drown'd:
Whether the fiends of Discord fly
Portentous through the fiery sky,

Or, bound in Fate's coercive chain,
Howl 'mid th' infernal seats in vain,
On this auspicious day the Muse,
Jocund, with grateful voice, her wonted theme pursues.

Amid the boast of tyrant pride,
The pomp of state, the arm'd array,
Can all the shouts of slav'ry hide
That slaves unwilling homage pay?
No force can shield Ambition's head
From noontide care, from midnight dread,
When the still monitor within
Searches th' abode of blood and sin:
While he who rules with virtuous sway,
Whom freemen glory to obey,
Sees every breast the bulwark of a throne,
His people's surest guard, its sacred rights their own.

Then let the Muse, with duteous hand,
Strike the bold lyre's responsive strings,
While ev'ry tongue through Albion's land
Joins in the hymn of praise she sings;
And Labour, from the furrow'd plain,
And Commerce, from the billowy main,
With voice symphonious bid arise
That purest incense to the skies,
Above the proudest wreath of fame,
Which ever grac'd the victor's name,
A nation's votive breath by truth consign'd
To bless a patriot King—the friend of human kind!

AN ADDRESS,

Spoken in the Character of a Seaman, by Mr. KNIGHT, *on the Opening of the New Liverpool Theatre, June* 1803.

WRITTEN BY MR. T. DIBDIN.

(*Speaks without.*)

AVAST, brother shipmates, ere anchor we weigh,
To our friends, from the deck, a few words let me say;

(*Enters.*)

Here you are, and well stow'd;—'tis a glorious fine shew;
You're all welcome on board—friends aloft, and below.

Well, our tackle's all ready—our hands are all staunch,
And with rapture I hail you *to witness the launch* ;
We've built, as you see, a snug, neat, pleasure boat,
And we hope by your favour to keep her afloat ;
Each cabin's convenient (*boxes*), at least so we plann'd,
We've snug births below (*pit*), and our tops (*gallery*) are well-
mann'd ;
Our timbers are taught (*stage*), all our canvas is new,
From various first rates we've selected our crew ;
And each on *this deck* (*stage*) comes with fix'd inclination
To rise in the service—by your approbation ;
At least we'll endeavour—come good or bad weather,
In hopes of preferment—to pull altogether :
Tho' in other provisions you find your own table,
We'll keep you in *spirits*—as long as we're able :
We've artillery too—Care and Folly to shoot,
And are arm'd, as these gentlemen witness (*orchestra*), en flute.
We've great guns of Tragedy—loaded so well,
If they do but go off—they must certainly tell ;
While with small shot, from Farce and low Comedy swivels,
We've sworn—to burn, sink, and destroy the Blue Devils!
But aim where we will, we shall ever require
From your *hands*—a *broadside*—to second our fire!
Should you ask with what freightage our vessel is stored,
What cargo—what riches—we carry on board?
Look round—you'll see *all* Britons value on earth,
True freedom—good nature, wit, beauty, and worth ;
With such lading as this, while our voyage we measure,
Our anchor is hope—our compass—your pleasure ; (*bows*)
(*Going—returns*).
Yet hold—ere I go—you may think it but right
To know under what colours we sail, trade, and fight;
'Tis English—true English—her name would you know?
She is call'd the *New Liverpool*—Lewis and Co.
Of whose skill as Commanders (*stops his mouth*), I'd nearly—but
mum,
If our *actions* speak not—*I* had better be dumb ;
But our vessel is *Royal*—the standard you view (*King's arms*),
Which we never will strike—while supported *by you!*

Description of the Departure of Vasco de Gama *and his Crew from Lisbon, when he sailed on his first Voyage to India.*

[The description is supposed to be given by Gama.]

WHERE Tago's yellow stream the harbour laves,
And slowly mingles with the ocean's waves,
In warlike pride my gallant navy rode,
And proudly o'er the beach my soldiers strode.
Sailors and landmen marshall'd o'er the strand,
In garbs of various hue around me stand;
Each earnest first to plight the sacred vow,
Oceans unknown and gulphs untried to plough:
Then turning to the ships their sparkling eyes,
With joy they heard the breathing winds arise;
Elate with joy beheld the flapping sail,
And purple standards floating on the gale:
While each presage, that great as Argo's fame,
Our fleet should give some starry band a name.

Where foaming on the shore the tide appears,
A sacred fane its hoary arches rears:
Dim o'er the sea the evening shades descend,
And at the holy shrine devout we bend;
There, while the tapers o'er the altar blaze,
Our prayers and earnest vows to Heaven we raise.
" Safe thro' the deep, where every yawning wave,
" Still to the sailor's eye displays his grave;
" Through howling tempests, and through gulphs untried,
" O mighty God! be thou our watchful guide."
While kneeling thus before the sacred shrine,
In holy Faith's most solemn rite we join;
Our peace with Heaven the bread of peace confirms,
And meek contrition every bosom warms:
Sudden the light's extinguish'd, all around
Dread silence reigns, and midnight gloom profound:
A sacred horror pants on every breath,
And each firm breast devotes itself to death,
An offer'd sacrifice, sworn to obey
My nod, and follow where I lead the way;
Now prostrate round the hallow'd shrine we lie *,
Till rosy morn bespreads the eastern sky;

* This fact is according to history:—Aberat Olysippone prosse littus quatuor passuum millia templum fane religiosum et sanctum ab Henrico in honorem

Then, breathing fixt resolves, my daring mates
March to the ships, while pour'd from Lisbon's gates,
Thousands on thousands crowding, press along,
A woeful, weeping, melancholy throng.
A thousand white-rob'd priests our steps attend,
And prayers and holy vows to Heaven ascend;
A scene so solemn, and the tender woe
Of parting friends, constrain'd my tears to flow:
To weigh our anchors from our native shore—
To dare new oceans never dar'd before—
Perhaps to see my native coast no more.
Forgive, O king! if, as a man I feel,
I bear no bosom of obdurate steel.
(The godlike hero here supprest the sigh,
And wip'd the tear-drop from his manly eye;
Then thus resuming—) All the peopled shore
An awful silent look of anguish wore;
Affection, friendship, all the kindred ties
Of spouse and parent languish'd in their eyes;
As men they never should again behold,
Self-offer'd victims to destruction sold;
On us they fix'd the eager look of woe,
While tears o'er every cheek began to flow;
When thus aloud—Alas! my son! my son!
An hoary sire exclaims, oh! whither run,
My heart's sole joy, my trembling age's stay,
To yield thy limbs the dread sea monster's prey!
To seek thy burial in the raging wave,
And leave me cheerless sinking to the grave!
Was it for this I watch'd thy tender years,
And bore each fever of a father's fears!
Alas! my boy!—His voice is heard no more,
The female shriek resounds along the shore:
With hair dishevell'd, through the yielding crowd
A lovely bride springs on, and screams aloud;

Sanctissimæ Virginis edificatum . . . . .. In id Gama pridie illius diei, quo erat navem conscensurus, se recipit, ut noctem cum religiosis hominibus qui in ædibus templo conjunctis habitabant, in precibus et votis consumeret. Sequenti die, cum multi non illius tantum gratia sed aliorum etiam, qui illi comites erant, convenissent, fuit ab omnibus in scaphis deductus. Neque solum homines religiosi, sed reliqui omnes voce maxima cum lacrymis à Deo precabantur, ut benè et prosperè illa tam periculosa navigatio omnibus eveniret, et universi re benè gesta incolumes in patriam redirent.

Oh! where, my husband! where to seas unknown,
Where would'st thou fly me, and my love disown!
And wilt thou, cruel, to the deep consign
That valued life, the joy—the soul of mine:
And must our loves, and all our kindred train
Of rapt endearments, all expire in vain!
All the dear transports of the warm embrace,
When mutual love inspir'd each raptur'd face!
Must all, alas! be scattered in the wind,
Nor thou bestow one lingering look behind!

Such the lorn parent's and the spouse's woes,
Such o'er the strand the voice of wailing rose;
From breast to breast the soft contagion crept,
Mov'd by the woeful sound the children wept;
The mountain echoes catch the big swoln sighs,
And through the dales prolong the matron's cries;
The yellow sands with tears are silver'd o'er,
Our fate the mountains and the beach deplore.
Yet firm we march, nor turn one glance aside
On hoary parent, or on lovely bride.
Though glory fir'd our hearts, too well we knew
What soft affection and what love can do.
The last embrace, the bravest worst could bear;
The bitter yearnings of the parting tear
Sullen we shun, unable to sustain
The melting passion of such tender pain.

Imperial Parliament.

House of Commons, June 16.

VISITATION OF DOCK-YARDS.

MR. *Whitbread*, pursuant to his notice, rose to move for certain papers. At the time he had taken the liberty of troubling the House on the subject before, he thought it material that the minutes of the evidence taken before the Lords of the Admiralty should be produced; yet, in compliance with the wish of the Chancellor of the Exchequer, he had consented to some delay. He should not trespass long on the House, because the propriety of producing the papers was so obvious, that it was difficult to guess what objection could be made, before the objection should be urged. He should not anticipate the reasons that might be advanced, but he looked upon the Right Hon.

Gentleman (the Chancellor of the Exchequer), as pledged to follow up the inquiry with some further proceedings. The Noble Lord at the head of the Admiralty had served his country materially, and was now serving it in prosecuting inquiries, and applying remedies to existing abuses. His visitation of the dock-yards had been the topic of much conversation, both in the House and out of it, and had been made the subject of much obloquy. It had even given rise to a motion in the House, which had not been seconded, but which had for its object to give colour to the charges that had been falsely made on the Admiralty Board. The minutes, it appeared by the first Report of the Commissioners of Naval Inquiry *, had been laid before them, together with other papers, and considerable amendments of much public service had been in consequence carried into effect. It was possible, nay, probable, that gross instances of public delinquency had been discovered, and it would be desirable that the delinquents should be brought before the public. For this reason, he thought himself justified in calling for the papers; but he had another object equally important to lay before the House and the country, the whole conduct of the Noble Lord at the head of the Admiralty and of his colleagues, who had done such eminent service to the nation. He therefore moved, that copies of the examinations and minutes taken before the Lords of the Admiralty in their visitation of the dock-yards, &c. be laid before the House.

The Chancellor of the Exchequer was exceedingly sorry that he felt himself under an absolute necessity of resisting the motion of the Hon. Gentleman. He thought he should have explained the ground upon which he made his motion, in place of wanting to hear what objection would be made to it. He had listened with attention to all that had been advanced by the Hon. Gentleman, and he begged his forgiveness for asserting, that no parliamentary ground appeared to him to be laid for the production of the papers. He cordially concurred with the Hon. Gentleman, in anxiety to vindicate the character of the Noble Lord at the head of the Admiralty; but he confided so far in the justice of the House and of the country, he relied so much on the honour, the integrity, the soundness, and purity of principle of that Noble Lord, that he could not suppose any vindication of conduct necessary, because no imputation could attach to it. The Hon. Gentleman would, therefore, he hoped, give him full credit for believing that such a consideration could not constitute any reason for producing the papers. To induce the House to agree to such a motion, the papers should be moved for, either to illustrate some proceeding actually before the House, or to be made the ground of some

* See page 441 of this Volume.

proceeding. He asked, What would be the situation of the House, if, after having appointed Commissioners to make the inquiry, it should show a disposition to take the power of making it out of their hands? If any doubt of the discharge of their duty existed, or could be entertained, from the first specimen, there would then be some reason for acting in that manner. But the Hon. Gentleman had said, the minutes contained gross instances of delinquency. For his own part, he did not know what they contained; but if they did contain any evidence of that nature, it was a strong reason why the minutes should not be produced. In justice to the Noble Lord and his colleagues, he must observe, that it was their wish that all the transactions of the Board should be made public; but he could not, consistently with his public duty, give way to these honourable feelings. He, therefore, should move the previous question.

Captain Markham felt extremely aukward, after what had been said by his Right Hon. Friend, the Chancellor of the Exchequer. The Board of Admiralty had been traduced and calumniated in the public prints; and under such circumstances it was impossible it could discharge its duty as it ought. On this account, and in consequence of the public delinquents, he thought the transaction could not be too soon published, particularly as the country was now engaged in active warfare.

Sir William Elford, as he had been directly alluded to by the Hon. Gentleman (Mr. Whitbread), begged leave to say a few words. He did not think it necessary to explain now the reasons why his motion had not been seconded, relative to Mr. Marshall. However, he should prefer being in the situation of making such a motion to that of those who were the object of it, and who listened to it without a reply. He allowed every merit to the Lords of the Admiralty in their military capacity; but their conduct in a civil capacity had been productive of injurious consequences to the country. As to the Commissioners of Naval Inquiry, it was to the institution, not to their conduct, he objected, though their reports subjected individuals to infamy on *ex parte* evidence. He should have supported the motion if it had gone far enough.

Sir C. Pole observed, that the infamy arose no doubt from *ex parte* evidence, because it had been drawn from the delinquents themselves.

Sir Andrew Hammond vindicated the Navy Board, which was composed of men who had served their country since the beginning of the last war. Omissions only had been charged upon them, but no corruption, and they were ready to answer the Report.

Mr. Courtenay supported the motion, which was intended to vindicate the character and conduct of the Admiralty from insinuations

that had been thrown out against them; but the Chancellor of the Exchequer, while he spoke highly of the conduct of the First Lord of the Admiralty, opposed the motion for papers, which would raise it much higher. He could not contend in the language of panegyric, he should only say of the Noble Lord what had been applied on a former occasion to another great man, *Clarum et venerabile nomen et magnum quod nostræ proderit urbi.*

Admiral Berkeley deprecated all discussions at the present time, when every one ought to come forward in defence and support of the country. The inquiry was now lodged in the hands of Commissioners, and should not be interfered with.

The Attorney General said, that the very words of the motion showed that the minutes were before the Commissioners, and that it would be anomalous, after Parliamentary Commissioners had been appointed, to take the minutes from the Board and bring them before the House. Slanderous reports had been circulated concerning the Admiralty, and it was not surprising they should feel concerned as honourable men, but as public men they should suspend these feelings, though not forget them. Besides, the disclosure of the contents of the minutes would defeat the ends of justice, by letting the delinquents know the charges against them. He then adverted to the motion of the Hon. Baronet (Sir William Elford), and concluded by recommending to the Hon. Gentleman to withdraw his motion.

Mr. Bastard thought, that in the present dangerous situation of the country, no time should be lost in setting the abuses of the Navy right. On that ground he voted for the motion. If it was true that the service of the Navy was impeded by the dissentions between the Navy Board and the Admiralty, Parliament ought not to lose a moment to put an end to the dissentions, and therefore every elucidation that tended to hasten the issue, ought to be adopted.

Mr. Hervey thought it beyond doubt that there was much abuse in the Navy, and particularly in the affair of bills of exchange. As to the character of the First Lord of the Admiralty, it was not now before the House. When it should be, he should express a candid opinion upon it, not losing sight of errors in doing justice to great qualities. He wished those persons who were so anxious to preserve the Noble Lord's character, should bring it to a specific question, though he thought the character of a Peer was a fitter subject for the discussion of the other House. He supported the motion.

Sir Francis Baring loved the Noble Lord at the head of the Admiralty as a friend, and revered him as one of the first characters the country ever produced. He thought his character too high to require the production of the minutes.

Mr. Sheridan rose to say one word, and he should not have thought it necessary to say even that, if the Hon. Gentleman over the way (Mr. Hervey) had not seemed to think that he called him to order rather abruptly, when he stated that the conduct of the Noble Lord at the head of the Admiralty was not to be discussed here. It was not the character of the Peer that was to be discussed, but the conduct of the First Officer of the Admiralty, which was certainly one of the fittest subjects for the discussion of this House. The Hon. Gentleman said he would reserve his opinion till that character was the subject of particular discussion; but at the same time he contrived to let a little of his censure escape. It was rather wrong, however, to expect that those who entirely approved of the conduct of the noble person alluded to should bring forward any charge against him. It was rather to be expected that those who dealt in insinuations should come forward with their accusations in a manly way. He was not pleased to find the Navy Board placed, as it was by some, on an equal footing with the Admiralty. He was still more sorry that there were dissentions between the two Boards, and (for that fact escaped,) that these dissentions went to the length of thwarting the public service.

Sir A. Hammond, in explanation, said, he had not gone so far as to say, that the Navy Board was thwarted, or that there were any dissentions. He only said that the Navy Board was not thought so well of by the present Admiralty as by their predecessors.

Mr. Sheridan understood the Hon. Baronet to have stated that the Admiralty was prejudiced against the Navy Board, and that things did not go on so well in consequence.

Mr. Hervey explained.

Mr. Whitbread, as the House seemed averse to his motion, consented to withdraw it, though none of the arguments that had been advanced against it, was sufficient to shew him that there was any impropriety in it. If any person had cast a reflection on the Report, it was not he. He thought the Commissioners had done their duty. If there was any allusion to the Navy Board, neither was that his. If there was any dissention between the Navy Board and the Admiralty, he was equally innocent of that. His object was to set the character of the Noble Lord at the head of the Admiralty, if possible, in a higher and purer light than it stood at the present, and to hasten the punishment of the public delinquency he had detected.

The Chancellor of the Exchequer stated, that it was his wish and intention to submit a proposition to the House, in the course of the present Session, for following up the purposes of the inquiry. The plan had for some time engaged his consideration; but not being yet matured, he could not limit any particular time for proposing it.

Gazette Letters.

ADMIRALTY-OFFICE, JUNE 4, 1803.

Extract of a letter from the Honourable William Cornwallis, Admiral of the Blue, &c. &c. to Sir Evan Nepean, Bart. dated on board the Dreadnought, at Sea, 24th of May 1803.

CAPTAIN Pearson, of the Doris, has just joined me with a French national lugger, which, I am sorry to say, upon his firing to bring her to, returned the fire, and continued a running action until the French Lieutenant commanding the lugger, was killed, with several of his men; luckily only one man was wounded on board the Doris. I have the honour to inclose Captain Pearson's letter.

SIR, *Doris, at Sea, May* 23, 1803.

I have the honour to acquaint you, that while, in obedience to your order of the 18th inst. cruising off Ushant, in his Majesty's ship Doris, under my command, I fell in with the French Republican lugger l'Affronteur, commanded by Mons. Marce André Dutoya, Lieutenant de Vaiſſeau, mounting fourteen long nines, with ninety-two men. As ſhe made sail to escape me, I fired a shot wide of her, with the hope that ſhe would then have shortened sail, as I was gaining fast upon her: as this was without effect, I fired a second, which she returned, and kept up a running fire till the instant I laid her along-side; nor did ſhe then give up a contest so fraught with temerity, until the First Captain and eight men were killed, and fourteen wounded, one of whom is ſince dead of his wounds.

I am happy to add, that the damage on our side conſiſts only in one man wounded, and a few shot in the hull and rigging. I have the honour to be, Sir, &c.

Hon. Admiral Cornwallis, Commander in Chief, &c. &c. &c. R. H. PEARSON.

Copy of a Letter from Captain Mansfield, of his Majeſty's Ship Minotaur, to Sir E. Nepean, Bart. dated at Sea, 30th May 1803.

SIR,

I beg leave to acquaint you, for their Lordships' information, that I this evening saw the French Republican frigate la Francaise safe off the Dodman, agreeably to signal made by the Hon. Admiral Cornwallis. She was captured by his Majesty's ſhip under my command, on the 28th of May, in company with his Majesty's ship Thunderer, having chased from the fleet, and during the chase was joined by the Albion, which ship had parted from the fleet some days before in thick weather. The prize proves to be the Republican French frigate la Francaise, from Port-au-Prince thirty-five days, Captain Jurien. She is pierced for twenty-eight twelve-pounders on her main-deck, and sixteen nine-pounders on the quarter-deck and forecaſtle, ten of which were in her hold, and had on board one hundred and eighty-seven men.

ADMIRALTY-OFFICE, JUNE 11, 1803.

Copy of a letter from the Honourable Admiral Cornwallis, &c. &c. &c. to Sir Evan Nepean, Bart. dated Dreadnought, at Sea, 3d of June 1803.

SIR,

I am to request you will be pleased to lay before the Lords Commissioners of the Admiralty for their information, the inclosed letter from Captain Wallis, of his Majesty's ship the Naiad, dated the 2nd

instant, acquainting me of his having, on the 29th of last month, taken possession of l'Impatient French national corvette, of 20 guns, and eighty men, commanded by Citizen Hypolite Arnous, Lieutenant de Vaisseau, from Senegal to Rochfort; and on the 31st, at noon, the French merchant ship la Chasseur, from St. Domingo to l'Orient, laden with sugar, cotton, coffee, &c. about 359 tons burthen. I am, &c.

W. CORNWALLIS.

SIR, *His Majesty's ship Naiad, 2d of June 1803.*

I have the honour to inform you, that on the 29th ultimo, at eleven P. M. being in latitude 45 deg. 50 min. N. and longitude 4 deg. 40 min. W. I captured the French national corvette l'Impatient, of 20 guns, and eighty men, commanded by Citizen Hypolite Arnous, Lieutenant de Vaisseau, from Senegal, bound to Rochfort: she is a very fine vessel, and is esteemed one of the swiftest sailers out of France; during the chase they cut away her anchors from her bows, and threw part of her guns overboard.

I have likewise the honour to inform you, that on the 31st, at noon, I captured the French merchant ship la Chasseur, from St. Domingo bound to l'Orient, laden with sugar, cotton, coffee, &c. &c.; she is a very handsome ship, 359 tons burthen, newly coppered, commanded by Citizen Lamer, Lieutenant de Vaisseau. I am, Sir, &c.

The Hon. Admiral Cornwallis, Commander in Chief, &c. &c. &c. JAMES WALLIS.

Copy of a letter from Rear-Admiral Dacres, Commanding Officer of his Majesty's Ships and Vessels at Plymouth, to Sir Evan Nepean, Bart. dated the 3d instant.

SIR,

I inclose, for the information of my Lords Commissioners of the Admiralty, a letter I have received from Lieut. Senhouse, of his Majesty's ship Conqueror (employed on the impress service on board the Hind revenue cutter), stating his having captured la Felicité French cutter privateer, and carried her into Portland roads, with sundry other prizes. I am, &c.

JAMES P. DACRES.

SIR, *Hind revenue cutter, Portland roads June 1, 1803.*

I beg leave to acquaint you, that whilst cruising off Portland, in pursuance of your orders, I have captured and detained the following vessels: —

La Felicité French cutter privateer, armed with twenty two men.

Le Charles French merchant brig, laden with oak timber for constructing ships, from Rouen to Rochfort.

A Dutch galliot, laden with salt, from the coast of Portugal, bound to Rotterdam.

A Dutch Indiaman, from Surinam, with a very valuable cargo of cotton and coffee.

The fresh westerly wind, with the bad sailing of my prizes, jointly obliged me to anchor in this roadstead; as soon, however, as the wind and weather will permit, I shall lose no time in proceeding to Plymouth. I have the honour to be, Sir, &c.

(Signed) H. T. SENHOUSE.

To Rear-Admiral Dacres, &c. &c. &c.

Extract of a letter from Admiral Montagu, Commander in Chief of his Majesty's Ships and Vessels at Plymouth, to Sir Evan Nepean, Bart. dated the 9th inst.

The Boadicea has taken and sent into this port, a small armed French privateer, having on board twenty-seven men, and had been eleven days from St. Maloes, but had not made any capture.

PLYMOUTH REPORT,

FROM MAY 28 TO JUNE 12.

May 28. Last night came to off the Sound, a large French frigate, from a voyage of discovery of four years, last from Norfolk Island; she lay to, and put several English passengers on shore with natural curiosities, birds, &c. She then stood across Channel for the nearest French port; the Captain was informed of the war, but said he was protected from molestation till he reached his destined port. It was a mistake of the French chasse marée fishing boats being liberated by Government; they were two French fishing boats generously liberated by their captors. Came in a large Dutch galliot, the Vanders Wynch, for Amsterdam, from the coast of Africa last, richly laden with elephants' teeth, dye-wood, gold dust, &c. detained and sent in by the Eagle Excise cutter, Captain Adams; also a French galliot with oak timber; and a French brig, with sugar, prizes to the Doris, of 36 guns, Captain Pearson; also detained and sent in, a large Danish West Indiaman, supposed to be French property, having a number of French passengers on board, to a French port in the West Indies. Arrived a very fine new French brig, in ballast, very gallantly cut out by the boats of the Naiad, of 36 guns, Captain Wallis, from amidst the rocks of the Penmarks, near Brest; the boats also cut out and sunk a chasse maree, from the same place. The Spartiate, of 84 guns, Captain Manby; and Tonnant, of 84, Captain Sir E. Pellew, Bart. being now manned, will, if the wind is fair, proceed to sea to morrow to join the Channel fleet; the Plantagenet, of 74 guns, Captain S. Hammond; the Conqueror, of 74 guns, Captain T. Lewis; the Malta, of 84 guns, Captain E. Buller; and the Mars, of 74 guns, Captain R. Sutton, will all follow in the course of a week. Came in from Jamaica, after a passage of six weeks, the Trent, of 32 guns, Captain Kerton; she passed on her passage nearly 50 sail of French and Batavian ships, but not knowing of the war, of course Captain K. did not detain them. When la Frontier was taken by the Doris, among her papers were discovered that two French frigates were hourly expected from Havre, to watch the motions of the British fleet: it is to be hoped they will find their way into this port. Yesterday Mr. James Thompson, Surgeon on the Staff, with his family, landed at this port out of a pilot boat, which took them on board off the Start, out of the French corvette Naturaliste, of 14 guns, Captain Hamlin, from New Holland: she left Port Jackson on the 18th of November last; the colony appears to be in a most flourishing state. Mr. Thompson is charged with dispatches for Government; and soon after he sailed, a packet-boat was sent after him, with other letters of a public nature.

29. This afternoon the first signal for a convoy this war was hoisted on board the Rambler, of 16 guns, Captain T. Innes; she sails for Cork the first fair wind, with such victuallers and other vessels as may be ready. Sailed the Ranger, of 14 guns, Captain Frazer; and Eagle, of 84 guns, Captain Adams; on a cruise, and to get seamen. The crews of the Dragon, of 84 guns, Captain Aylmer, and the Hector, of 74 guns, Captain Skipsey, have afforded a number of excellent seamen to the different ships fitting for sea here. An Admiralty order came down to Rear-Admiral Dacres, to be read to each ship's company by their Captain, that in the present circumstances of the country their services would be immediately wanted, and the fortnight's leave of absence must be dispensed with; those seamen who turned out volunteers for any ship they chose, would be entitled to the full bounty; but those who refused, would be drafted on board such ships as wanted men. After some little hesitation, the whole of both ships turned out volunteers for different ships they named, except about fifty that held out, who were immediately sent in ships' launches on board the Tonnant, of 84 guns, Captain Sir E. Pellew, lying in Cawsand Bay. The Ville de Paris, of 110 guns, Captain M. Seymour; and Prince, of 98 guns, Captain Grindall, fitting for sea in Hamoaze; get on fast, and will soon go down into Cawsand Bay, when they get their complement of men.

30. This day, or to morrow, Commissioner Fanshawe goes afloat into Cawsand Bay, to pay two months advance to the Spartiate, of 74 guns, Captain

Manley; Plantagenet, of 74 guns, Captain Hammond; Conqueror, of 74 guns, Captain Lewis; Malta, of 84 guns, Captain Buller; when, if the wind is fair, they will sail to join the Channel fleet off Brest. It is with sincere pleasure we announce the safe arrival of his Majesty's sloop Hazard, of 18 guns, Captain Neve, from a cruise off Brest; as she was reported for several days past to have been captured: she was concerned in cutting out the brig with the Naiad's boats off the Penmarks: her's and the Naiad's boats were fired at by the French batteries, but without effect. Vice-Admiral Lord Nelson, in the Victory, of 110 guns, and Amphion, of 32, joined the fleet on Sunday, the 22d instant, hoisted his flag on board the Amphion, and proceeded to the Straits. The Victory sailed also for the same destination on Wednesday last. Came in a very large Batavian ship deeply laden. Went into the Sound, and sailed directly on a cruise, the Seagull, of 18 guns; also the Doris, of 36 guns, Captain Pearson. Arrived the French brig la Margaretta, laden with brandy, wine, &c. from Cette, bound to Antwerp, captured on the 28th instant, in the Channel, by the Acasta frigate; also the Dutch ship Minerva, Captain Brandt, laden with coffee, cotton, &c. from Demarara, bound to Amsterdam, detained by the Boadicea frigate. Sailed the Jamaica frigate, on a cruise.

June 1. Sailed on a cruise the Tonnant, of 80 guns, Captain Sir Edward Pellew; Spartiate, of 74 guns, Captain Manby; Mars, of 74 guns, Captain Sutton; Boadicea, of 38 guns, Captain Maitland; Hazard, of 18 guns, Captain Neve; Seagull, of 18 guns, Captain Burke; and Rambler, of 14 guns, Captain Innes.

2. Came in the Pickle, of 14 guns, Lieutenant Lapontierd, with seamen for the fleet, who were immediately sent on board the St. Josef, of 112 guns, Captain Spicer; Prince of Wales, of 98 guns, Captain Grindall; and Ville de Paris, of 112 guns, Captain M. Seymour; all ready for a start in Hamoaze, to join the Channel fleet, but for the want of men. Came in a Dutch brig and a Dutch galliott, deeply laden. At nine A. M. that fine French prize frigate, la Francaise, of 44 guns, went up the harbour; by ten she cleared the narrows, and was at her moorings safe at a quarter before eleven A. M.

4. It seems to rain prizes on the Plymouth cruisers, who deserve their good luck by their prompt activity:—since Thursday arrived a fine French brig from the Straights, and a Dutch sloop from the same place, with a valuable cargo of various drugs and medicines; also a French corvette, of 16 guns, from Goree, laden with gum, ivory, &c. all prizes to the Naiad of 36 guns, and Doris, of 36 guns. Yesterday, at six A. M. came in a French brig, two Dutch galliots, and a large Dutch West Indiaman, deeply laden, with 700 hogsheads of sugar, besides coffee, cotton, and indigo, from Surinam to Amsterdam, taken by the Jamaica frigate, and Lord Nelson Letter of Marque, of this port, Captain Croute. The Lord Nelson escorted them into Catwater, amidst great acclamations, took in fresh beef and beer, and sailed again directly. At ten A. M. since the above capture, came in, prize also to the Jamaica frigate, a fine French brig from the West Indies, deeply laden with Colonial produce. At six, P. M. came in two large French ships, deeply laden, and two Dutch ships, prizes to the Naiad and Doris, of 36 guns each; the Naiad escorted them in safe. This morning came in the Atalante, of 16 guns, with prisoners from the fleet; left them all well last Tuesday, cruising off Ushant. Came in one of the Revenue cutters, with a large Swede, from Barcelona for Dunkirk, with brandies, detained by the Acasto, of 44 guns, and a large French ship, deeply laden, prize to the Revenue cutter.

5. Among the passengers on board la Francaise, of 44 guns, captured by the Minotaur, of 74 guns, on the 28th ult. is a French General in Chief, from St. Domingo; he is lodged at March's Hotel, attended by two grenadiers from the picquet from each regiment. Yesterday at noon Rear-Admiral Montagu hoisted his flag on board the Salvador del Mundo, of 112 guns, as Commander in Chief of his Majesty's ships and vessels at this port; Rear-Admiral Dacres shifted his flag to the St. Josef, of 112 guns. Came in the Rosario, of 24 guns, and a large Dane, with timber for the yard.

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5. Came in his Majesty's ship Minotaur, of 74 guns, Captain Mansfield, from a cruise, for the purpose of collecting her officers and men, sent in her prizes; she might have taken a great many more, but had no hands to board them. Yesterday the Cecilia East Indiaman, Captain Thomas, from Bengal, passed up Channel. P. Evan Baul landed here from her with dispatches, with which he set off for London: they spoke a frigate in the Channel, which informed them of the war, and that they had taken a French frigate, but have not yet learnt the particulars. Came in la Pique, of 40 guns, Captain Cumberland, from a cruise, with the loss of her foremast, bow-sprit, and main-top-mast, occasioned by chasing a French corvette under the guns of a French battery. Sailed the Imogene, of 18 guns, Captain Vaughan, for the coast of Africa; also the Ranger and Hind, custom cutters; and the Eagle and Renown, Excise cutters, on a cruise. Several tenders to the ships of war in Hamoaze are gone on a cruise, as the sea is swarming with French and Dutch ships. The reason for Bonaparte's wishing to prolong the Negotiation is now pretty manifest—one month more would have been the means of his securing the property which is now finding its way to the British ports. Sailed the Charwell, of 18 guns, with a fleet under convoy for London.

8. Came in the ship London packet, of Guernsey, Captain Simon Broad, from Virginia, bound to Guernsey, laden with tobacco and staves; she was taken by a small French privateer, on the 6th inst. and, as appears by the log, not far from Edystone; and was recaptured about four hours after, a little to the southward of the Edystone, by his Majesty's ship Boadicea, of 38 guns, Captain Maitland; all the English crew were taken on board the French privateer, together with every paper. Came in the Dutch galliot Twee Gesusters, from Seville, laden with a valuable cargo of oil, saffron, &c. for Amsterdam, detained by his Majesty's ship Doris, of 36 guns, Captain Pearson.

9. Came in and went up Hamoaze, a French cutter privateer, about 40 tons burthen, taken by his Majesty's ship Boadicea.

11. Came in a very fine French brig from Cape Francois, deeply laden, and two Dutch galliots, detained by various cruisers. Sailed all the revenue vessels. Came in the London packet, from Virginia to Guernsey, with a valuable cargo of tobacco, &c. Not knowing of the war, she was boarded by a French row boat privateer, but soon retaken by the Boadicea, of 44 guns, Captain Maitland; which frigate, when the London packet left her, was in chase of the privateer, and, no doubt, would soon come up with her. Came in an English brig, with a quarantine flag, supposed from the Straits; and a Dutch galliot, detained by the Galgo, of 14 guns. Just come to in Berney Pool, the San Josef, of 112 guns; Prince, of 98 guns; Ville de Paris, of 112 guns; and will soon go out of Hamoaze, being nearly manned, and will make a famous addition to Admiral Cornwallis's line of battle, off Brest. The Spencer, of 74 guns, now fitting for sea in Hamoaze, gets on very fast.

12. Arrived last evening, after eight o'clock, the Nemesis, of 22 guns, Captain P. Somerville, with four prizes, viz. two French West India ships from St. Domingo; a French brig, with cotton; and a French schooner from Cayenne, with sundries.

PORTSMOUTH REPORT,

FROM MAY 27 TO JUNE 15.

May 27. This morning arrived at St. Helen's, the Diomede, of 50 guns, Vice-Admiral Sir Roger Curtis; Jupiter, of 50 guns, Captain Losack; Braave frigate; Indostan store-ship; and the Favourite and Monarch transports, from the Cape of Good Hope. They have brought in a prize, a rich French ship from the Mauritius, which is also anchored at St. Helen's. Sir Roger Curtis heard of the war from an American, which he spoke in the Channel. Went out of

harbour, the Grapheus, of 32 guns, Captain Hill. A ship from Bourdeaux, bound to Amsterdam, laden with brandy, is on shore a few miles to the westward of St. Catherine's.

28. Extract of a Letter from the Channel fleet, dated off Ushant, the 24th of May:—"Yesterday a French lugger was captured and sent into Plymouth by the Doris. We are in daily expectation of falling in with a Dutch fleet from Lisbon, and a French fleet from the West Indies. All our crews are in the highest spirits."—A Letter from Port Royal, dated March the 16th, states, that Admiral Duckworth's fleet was lying there, and all very healthy. The Bellerophon is just arrived from a cruise, and will sail again in a few days, as she is remarkably healthy. The Tremendous, of 74 guns, Captain Osborne, and the Lancaster, of 64 guns, Captain Fothergill, went from the Cape of Good Hope, with the troops which garrisoned that place, for the East Indies. The Hon. General Dundas, late Governor of the Cape of Good Hope, his Staff, a number of Officers, with Mr. Barnard, and several passengers, landed this afternoon. This day at noon arrived the Amazon, Captain Parker, from Gibraltar: she sailed from thence on the 8th instant, with his Royal Highness the Duke of Kent, for Lisbon, where she remained two days, and then proceeded for England, and landed his Royal Highness, in perfect health, at Falmouth. The Juno, with General Sir Thomas Trigge, arrived several days before the Amazon sailed from Gibraltar, at which place were the Maidstone, Victorieuse, and Bittern. Admiral De Winter had been at Lisbon a few days before the Amazon arrived; and went up the Mediterranean with four sail of the line. A promotion of Admirals is shortly expected, including Captain Stirling; in consequence of which the three Colonels of Marines will become vacant, which, we understand, are to be filled by Captain Louis, Sir Richard Strachan, and Sir S. Smith. Lord Gardner has shifted his flag to the Prince of Wales, of 98 guns, Captain Giffard. The Grampus, of 50 guns, Captain Caulfield, is arrived at Jersey. Rear-Admiral Sir James Saumarez hoists his flag on board her, as Commander in Chief of the ships on that station, and Captain H. Downman is appointed his Captain, *vice* Caulfield.

31. Arrived this day at Spithead, the Friendship, Nash, from Jamaica; Baltic Merchant, Smith, from Antigua; the Danish ship Charitas, Boyson, from Genoa, with oil, cotton, &c. detained by his Majesty's ship Blanche; also the Providence, of Ostend, Waterson, from Charleston for Havre-de-Grace, detained by his Majesty's ships. Went out of harbour, the Galatea, of 32 guns, Captain Heathcote. Came into harbour a sloop laden with stone, prize to the Blanche, Captain Mudge. The Naturaliste, which was detained by the Minerve, on her return from a voyage of discovery, will be released.

June 2. This morning Rear-Admiral Collingwood hoisted his flag on board the Diamond frigate, Captain Elphinstone, and will sail to-morrow to join the Channel fleet. Arrived the Minerve, of 44 guns, Captain C. Bullen, from a successful cruise, during which she captured six valuable French merchantmen, which have arrived.

4. Admiral Collingwood arrived here on Thursday, and hoisted his flag on board the Diamond frigate, Captain Elphinstone, and will sail to-morrow to join the Channel fleet. Captain G. Reynolds also goes to take the command of the Venerable, of 74 guns, which is to be the Admiral's flag-ship. Captain Searle, of the Venerable, is appointed Lord Keith's Captain in the Monarch. Commissioner Otway will take his passage to Gibraltar in the Prevoyante, which is storing at this port Sir Roger Curtis's squadron is ordered to be fitted for service immediately. Sir Harry and Lady Neale, and the family of the Earl of Elgin, are arrived in the Diana frigate, Captain Maling, from Naples. Captain Brenton has again taken the command of la Minerve, *vice* Bullen. On Monday the pendant was hoisted on board the Defiance, of 74 guns, by Captain Durham; she was unlocked on Tuesday, and through the exertions of the Officers and crew she is ready to go to Spithead; the Princess Royal is taken into dock. The Topaze frigate, Captain Lake, has captured and sent into this port, the Providence, from Charlestown to Ostend, laden with rice and cotton. The Blanche, Captain Mudge, has sent in a French

sloop, laden with stone; the Roebuck cutter, Captain Stiles, the Danish galliot Perlen, from Norway to Bourdeaux, laden with deals; the Aigle frigate, Captain Wolfe; the Sapho, laden with coffee, &c. from St. Lucie, a very fine ship, deeply laden; the Diana, Captain Maling, a French brig, laden with wine and brandy; the Minerve, Captain Bullen, the packet of Havre, laden with cotton and sugar, from Lisbon, bound to Havre: and the John schooner, from New Orleans, bound to Havre, laden with cotton, &c. is sent in by the Blanche.

6. Arrived the Mercury, of 28 guns, Hon. Captain Bouverie, from the Downs. She is fitted as a floating-battery for the defence of Guernsey, and will sail soon. The Petterell sloop of war came to an anchor yesterday at St. Helen's, but sailed again in the afternoon. Last night Vice-Admiral Sir Roger Curtis struck his flag.

7. Arrived the Coromandel, Sterling, from China; left St. Helena in company with the Hercules, Botts. Passed by a new frigate, lately launched in Southampton river.

8. Sailed the Amazon, of 36 guns, Captain Parker, with sealed orders, supposed for the Mediterranean; and the Mercury, of 28 guns, floating battery, Hon. Captain Bouverie, with a convoy for Guernsey. The Endymion frigate, Hon. Captain Paget, is ordered to join the Channel fleet. Upwards of two hundred troops embarked this day on board the Isis, of 50 guns, Captain Lobb, for Newfoundland. Arrived the Fairy sloop of war, Lord W. Fitzroy, with a convoy for the Downs.

9. Sailed the Endymion frigate, of 44 guns, the Hon. Captain Paget, to join the Channel fleet. The Minerve frigate, Captain Brenton, arrived at St. Helen's this morning, but soon sailed again, to resume her station off Cherbourg. The Diomede, of 50 guns, Captain Larcom, is ordered to join Sir James Saumarez's squadron at Jersey, and will sail to-morrow.

10. Sailed the Fairy sloop of war, Captain Lord W. Fitzroy, on a cruise. Came into harbour, the Braave, of 40 guns, Captain Gifford. Her men are to be turned over to the Royal Sovereign, of 100 guns, Captain Curry, which ship will go out of harbour to-morrow.

11. Admiral Gambier arrived this evening from London, to hoist his flag on board the Isis. On Sunday last Sir Roger Curtis struck his flag on board the Diomede, and on Thursday went to London. Sir Robert Calder is expected here on Monday, to hoist his flag on board the Prince of Wales, of 98 guns. Captain Cumming is appointed Sir Robert's Captain. Commissioner Otway is arrived to take his passage in la Prevoyante, to Gibraltar. Lieutenant R. Harrison, Agent for Transports, is ordered from Deptford to the Nore, with forty sail of transports.

14. Sailed the Diomede, of 50 guns, Captain Larcom, to join Sir James Saumarez's squadron, at Jersey; Jupiter, of 50 guns, Captain Losack, for Plymouth; and the Petterell, of 16 guns, Captain Lamborn, on a cruise. Went out of harbour the Phœnix, of 36 guns, Captain Baker; and the Sea-horse, of 36 guns, Hon. Captain Boyle. This morning arrived the Cerberus frigate, from the Downs. The Isis, of 50 guns, Vice-Admiral Gambier, will be paid to-morrow, and on Thursday she will sail for Newfoundland. The Lapwing, of 28 guns, Captain Skene, is ordered from the eastward, to put himself under the command of Admiral Gambier; and the Falcon sloop of war, Captain Ommanney, lying at Spithead, is to make a part of the Newfoundland squadron, which, with the Aurora and Camilla, will make five ships of war on that station this season. The Royal Sovereign, of 100 guns, Captain Curry, has been prevented these three days from going out of the harbour, by too scant a wind.

15. This morning arrived the Hydra, of 38 guns, Captain Munday, from off Goree, last from the Downs. Sixty-four seamen came round from the eastward, in the Cerberus frigate, Captain Selby, volunteers for the Royal Sovereign. Arrived the Amazon, of 36 guns, Captain Parker, from Guernsey. Admiral Montagu is expected here to-morrow, to assume the command of this port, instead of Lord Gardner.

Promotions and Appointments.

Captain J. C. Searle, to the Monarch, fitting for the flag of Lord Keith; Captain George Reynolds, to the Venerable, fitting for the flag of Rear-Admiral Collingwood; Captain John Ayscough, to the Camel; Captain R. T. Hancock, to the Plover; Hon. Captain Aylmer, to the Wasp; Lieutenant Hungerford, to the Sandwich, prison-ship; Lieutenant Irwin, to the Censor; Lieutenant Atcheson, to the Prince of Wales; Mr. Dulhunty, to be Surgeon of the Naval Hospital at Paington.

The following Officers are appointed to the command of armed cutters:—Lieutenant J. Talbot, to the Minerva; Lieutenant W. Price, to the British Fair; Lieutenant J. Sybrille, to the Duchess of Cumberland; Lieutenant W. Hawker, to the Swift; Lieutenant Bird, to the Fox; Lieutenant J. Drew, Queen Charlotte; Lieutenant Shirley, to the Phœnix; Lieutenant Leaver, to the Champion; Lieutenant Lake, to the Duke of York; Lieutenant Garrety, to the Favourite; Lieutenant Wright, to the Albion; Lieutenant Nicholson, to the Fox; Lieutenant J. Smith (3d), to the Britannia; Lieutenant Dickenson, to the Countess of Elgin; Lieutenant Bedsworth, to the Nymph; Lieutenant Dilafons, to the Venus; Lieutenant M. Ball, to the Swift; Lieutenant Swiney, to the Hind; Lieutenant Wilmot, to the Lord Nelson; Lieutenant J. Walker (1st), to the Active; Lieutenant Triton, to the Active; Lieutenant Stewart, to the Griffin; Lieutenant Gibbon, to the Joseph; Lieutenant Wells, to the Rose; Lieutenant Scott, to the Princess Augusta; Lieutenant Brown, to the King George; Lieutenant Jump, to the Nimrod; Lieutenant Norton, to the Dart; Lieutenant L. Davies, to the Fox.

Admiral George Montagu is appointed Commander in Chief at Portsmouth, in the room of Admiral Lord Gardner, who is appointed Commander in Chief on the Irish station, and is to proceed there in the Dryad frigate, Captain Giffard.—Admiral Sir John Colpoys is appointed Commander in Chief at Plymouth; Vice-Admiral Sir C. Cotton is to hoist his flag on board the San Josef, and to be attached to the Channel fleet; Captain Domett, to be Captain of the Channel fleet.

Captain Cumming is appointed Sir Robert Calder's Captain.

Captain W. Cuming, to the Prince of Wales; Captain J. J. Rodd, to the San Josef; Lord A. Beauclerk, to the Majestic; Captain C. Cunningham, to the Princess of Orange; Captain J. Giffard, to the Dryad; Hon. Captain E. King, to the Argus; Captain G. Digby, to the Fleche; Captain J. Hawes, to the Mancheron; Captain Terence O'Neil, to the Nimrod; Captain W. Brown, to the Romney; Captain P. Spicer, to the Foudroyant.

The Transport Board has the following new Commissioners appointed to it, viz. Captain James Bowen, Captain Thomas Hamilton, and Mr. Bouverie, who vacates his seat in Parliament for this appointment.

Captain R. Curry, of the Royal Sovereign, to the Prince George, which is to be Admiral Collingwood's flag-ship; Captain Mitford, to the York; Captain Lord William Stuart, to the Crescent; Captain J. Vashon, to the Princess Royal; Captain Lord M. Kerr, to the Fisgard; and Captain C. Fielding, to the Circe.

C. M. Lindesey, Esq. is appointed Deputy Commissary-General, residing at Portsmouth.

Hon. Captain Cockrane, to the Northumberland; Hon. H. Blackwood, to the Euryalus; Captain Rutherford, to the Decade; Captain Dunbar, to the Poulette; Captain Norway, to the Tromp, to be fitted as an hospital ship; Captain W. Foote, to the Tisiphone; Captain Colquit, to the Princess; Captain Godwin, to the Trompeuse; Captain Grosset, to the Trent, as an hospital ship; and Captain Baskerville, to the Medina yacht, *vice* Moore, deceased.

Captain Thesiger is appointed Superintendant of French prisoners at Portsmouth; and Captain Presland at Liverpool.

BIRTHS.

On the 29th of May, at General Whitelocke's, the Lady of Captain Burdett, of the Navy, of a daughter.

On the 9th of June, at the house of Vice-Admiral Sir John Orde, Bart. in Gloucester-place, Lady Orde, of a son.

MARRIAGES.

June 13. Captain Langford, of the Navy, to Miss Ramsbottom, of Windsor.

On Monday, the 20th of June, Captain D. Gould, of the Navy, to Miss Willes, eldest daughter of the Rev. Archdeacon Willes.

On Thursday, June 23, Captain Downman, of the Navy, to Miss D. Palmer, daughter of the late Peter Palmer, Esq. of Portsmouth.

Friday, June 24, at Kingston, by the Rev. W. Bussell, Lieutenant Clark, of the Navy, to Miss Godden, daughter of Mr. Godden, Attorney, of Portsea.

OBITUARY.

On board his Majesty's ship Ganges, on his passage from the West Indies, Lieutenant J. Black, of the Royal Marines.

Lately, at Jamaica, Mr. Crane, Midshipman, and a son of —— Crane, Esq. Master Attendant of the dock-yard, Portsmouth.

Lately, Lieutenant James Lind Meik, of his Majesty's ship de Ruyter, and son of Dr. Meik, physician to the garrison at Portsmouth. The death of this gallant young Officer is truly afflicting: he was in a tender going to join the de Ruyter, at Jamaica, when she put into St. Domingo to water. Lieutenant Meik, with several other Officers, landed; the blacks, it is supposed, mistook them for Frenchmen, and immediately put them to death.

Lately, at Norwich, Admiral William Dickson. We are not acquainted with the exact time of this gentleman's entering into the Navy; he was appointed a Lieutenant the 31st of December 1755, and served, in that station, under Sir George Pocock, during a considerable part of the war; but we have no precise account when he was raised to the rank of Commander. It is known, however, that his continuance in it could have been but of very short duration; indeed, it is far from being improbable, that he was promoted to be a Post Captain at once, from being a Lieutenant. He was raised to the rank just mentioned on the 2d of May 1766, by commission appointing him to the Jersey, of 60 guns, as Captain to Commodore Spry, who was then invested with the chief command on the Gibraltar, or Mediterranean station. He continued in the same ship during the customary period of three years; and, after his return to England, is not known by us to have held any subsequent commission till 1777, when he was appointed to the Greyhound frigate. He served on the American station during the two succeeding seasons; and having then repaired to England for refitment, proceeded to the West Indies at the conclusion of the year 1779, in company with Sir George Rodney and the fleet which was at first destined for the relief of Gibraltar under his orders. Having parted company with Sir George off Cape Finisterre, he proceeded to the West Indies, and returned from thence back to England at the beginning of the year 1781, Rear-Admiral Sir Chaloner Ogle being with him as a passenger. Nothing material or beyond the common routine of active service appears to have fallen within the reach of this gentleman, either during the time he was employed on the West Indian station, or the North American, which preceded it. Soon after his return to England he was promoted to the Sampson, of 64 guns, a ship newly launched at Woolwich, but continued in that command only till the commencement of the year 1782; when, after remaining for a short time out of commission, he was, about the month of September, appointed to the Standard, of the same force. Peace taking place at the commencement of the ensuing year, the Standard, which was not equipped soon enough to be employed on any war service, was retained in commission as a guardship at Plymouth, where Captain Dickson continued to command her during the customary period of three years. On the 1st of February 1793, he was promoted to be Rear-Admiral of the Blue; and on the 12th of April 1794, to be Rear of the White;

on the 12th of July following, to be Vice of the Blue; and to the same rank in the White Squadron on the 1st of June 1795. He was further advanced on the 14th of February 1799, to the rank of Admiral of the Blue Squadron. Admiral Dickson succeeded Lord Duncan as Commander in Chief of the North Sea Fleet in the last war.

Lately, Admiral Sir Archibald Dickson, Bart. This gentleman and Admiral William Dickson (mentioned above), we have been informed, were brothers. He was made a Post Captain in 1773, a Rear-Admiral in 1794, a Vice-Admiral in 1795, and Admiral of the Blue Squadron in 1801. Sir Archibald was made a Baronet the 13th of July 1802.

Lately, Thomas Pringle, Esq. Vice-Admiral of the Red Squadron. In 1776, he was made a Post Captain, and commanded the Valiant, of 74 guns, in the ever memorable action of Earl Howe in 1794, in which year he was promoted to the rank of a Rear-Admiral, as he was, in 1799, to that of Vice-Admiral.

Mrs. Hansford, relict of Captain Hansford, of the Navy.

Lately, Captain J. Moore, of the Medina yacht, the oldest Commander in the Navy, being made in the year 1757.

On the 20th of June, at Gosport, after a long and painful illness, in the 33d year of her age, Mrs. Ann Larkan, wife of Captain R. Larkan, of the Royal Navy.

On the 24th of June, Major-General Jackman, of the Portsmouth division of Royal Marines, aged 73.

THE

Marine List

OF

SHIPS LOST, DESTROYED, CAPTURED, AND RECAPTURED, &c.

FROM MAY 3, TO JUNE 24, 1803.

THE American ship, Honket, Captain Quise, laden with tea and Rhubarb, went on shore the 14th of April, near Flushing.

The Diligence, ——, from Trinidada to Africa and Liverpool, is condemned at Sierra Leone.

The Krone von Bremen, Danken, from Baltimore to Bremen, is on shore in the Weser.

The Wakefield, of Sunderland, from Dort to Aberdeen, is wrecked near Alemon.

The Siren, Ekurst, from Guernsey to Portsmouth, foundered near the Gasquketts. Crew saved.

The Kitty, Currie, from Limerick to Liverpool, was stranded at Lochindall, the 19th of April.

The Martha, Bullock, from Newcastle, has been on shore on Schaw Reef, and gone to Copenhagen to repair.

The Hebe, Braniton, with coals, is reported to be on shore near the same place.

The sloop Eliza, Duncan, from Greenock to London, foundered near Belfast Loch.

The Amazon, Bittle, from London to Deva, is lost on Deva Bar. Great part of the cargo saved.

The Michael, Neteat, in ballast, from London to Riga was lost on the 22d of April, at Kavero, near Mastarland; one man drowned. The ship's materials are expected to be saved.

The Hebe, Braniton, that was on shore near the Schaw, is got off, and arrived at Elsinore.

The Horatio, ——, from Holland to Hull, is put into Norway in distress.

A general embargo was laid in the River, and also at the out-ports on the 15th May 1803.

His Majesty's gun-brig Vixen, has sent into Dover the Danish bark Freya, Captain Jordt, of Flensburg, from Cette to Amsterdam, with brandy, oil, and almonds.

The Lapwing, of Bristol, Corran, from Africa to the West Indies, taken off Demerara, the 11th of December 1801, by a Spanish privateer, and carried into Oronoko, is ordered by the Spanish Government to be restored to the owners with damages, she having been captured one day after the cessation of hostilities.

The George, Cummings, from Lisbon to Greenock, having sprung a leak off Cape St. Vincent's, was forced to the southward, and driven on shore the 7th of March, on the east end of Porto Santo, Madeira, with eight feet water in her hold.

The Dorothea, Ellison, from Leghorn to Galipoly, foundered at sea. Crew saved.

The Kitty, Curry, from Limerick to Liverpool, is stranded near Lochendahl.

The Isaac and Jane, Nicholson, from Waterford to Whitehaven, run on shore near Duncannon, the 2d of May.

The Isis, Wirn, from Liverpool to Memel, is on shore off Memel Bar, and likely to be lost.

The Dart, Gillies, from Liverpool to Greenock, sunk, 14th of May, between the Land of Arran and the Heads of Ayr.

A large Dutch ship from Surinam for Rotterdam, is sent into the Downs by his Majesty's ships Grampus and Jalouse.

The Phœnix, Wildboar, from Surinam, is sent into Sheerness by the Amelia frigate.

The Vrow Constantia, Pieterz, from Surinam to Amsterdam, is sent into Plymouth by the Doris frigate.

La Margueritte, Faures, from Bourdeaux to St. Maloes, is captured by the Acasta frigate, and sent into Plymouth.

The de Jong Willem Ling, of Amsterdam, bound to Rouen, is sent into Yarmouth by Admiral Thornborough's squadron.

The Princess of Wales, Young, from London to Petersburgh, which was in the ice last winter, has been got afloat, and arrived in Cronstadt Mole.

The Boodt flost, Sebrandt, from Demerara, is sent into the River.

The Daphne, Forster, from Liverpool to Quebec, was stranded the 15th of May, near Wexford harbour.

The Louisa, Stuckfield, from London to Gibraltar, is returned to the River, having received damage near Broadstairs.

The John and Pieter, ——, from Surinam to Amsterdam, is sent into the Downs by the Grampus and Jalouse.

The Goede Verwagting, Groan, from Bourdeaux to Konigsberg; the Hope, Beddeker, from Demerara to Middleberg; the Vrow Sarah Clarissina, Meur, from Amsterdam to Surinam; the Hope, de Waal, from Surinam, for orders; and the Washington, Andriesen, from Amsterdam to Naples, are detained at Cowes.

The Grien, Deucchagen, from Surinam to Holland, is detained by the Amphion frigate, and sent into Plymouth.

The Centaur, ——, from Havre to Brest, is captured by the Insolent gun-brig, and sent into Plymouth. Also a French lugger in ballast, by the Amelia frigate.

The Dutch galliot Windhord Bergfurff, from Bourdeaux to Rotterdam, is sent into Plymouth by the Revolutionaire frigate.

The French brig Alexander, from St. Martin's to Dunkirk, is taken and sent into Plymouth by the Nemesis frigate.

The Berbice, Pronk, from Berbice to Amsterdam, is sent into Plymouth by the Castor frigate.

The brig Quinnette, ——, from Croisic to St. Vallery, is taken and sent into Plymouth by the Hinde cutter.

La Renommee, from Tobago to Dunkirk; les Deux Freres, from Cette to Antwerp; la Speculation, from Mogadore to Amsterdam, are taken and sent into Dover; the former by the Vixen, and the two latter by the Jalouse.

Le Grand Adrian, bound to Oftend, and le Tronquille, from Fecamp, are taken and fent into Plymouth; the former by the Revolutionaire frigate, and the latter by the Pickle fchooner.

The Diane, Mezeau, from Guadaloupe to Havre, is captured by the Dolphin cutter, and carried into Penzance.

Captain Rich, of the Amphion, arrived at Cowes, fell in with a brig, bottom up, loaded with oak, ftaves, and heading, on the 14th of April, in lat. 35. long. 65. 30.—appeared to be a new veffel, with a figure head.

The Earl of Leicefter, Princefs Royal, and King George packets, are detained at Helvoet.

The Prince of Wales packet, and the Nancy extra packet, are detained at Calais.

The Hazard floop arrived at Plymouth from the Channel Fleet, brings advice of a French frigate, from the Weft Indies, being captured.

The Planters, Welwaren, Roeloffs, from Berbice to Amfterdam, is fent into the Downs by the Liberty brig.

The Sophie, of Dunkirk, with brandy, wine, and oil, is taken by the General Coote privateer, and fent into Dover.

A French fhip, from Martinico to Dunkirk, is captured off Fairligh, by the Lark floop of war and two Dover boats, and fent to the Downs.

The Mars, Hammond, from New York to Antwerp, is fent into Dover by the Polecat privateer.

The French fhip l'Union, from the Ifles of France, is taken by Sir Roger Curtis's fquadron, and arrived at Portfmouth.

The Clarana, of Papenburg, from Amfterdam to Oporto; and the Juno, of Bremen, from Bourdeaux for Bremen, are fent into Portfmouth by the Ant fchooner.

Le Poulain brig, from Havre to Martinique, is captured by the Doris frigate, and arrived at Plymouth.

The following veffels are fent into Plymouth:—Les Trois Confuls, ———, from St. Domingo to Nantes, taken by the Hazard floop, the 25th of May. The Vreede, Schultz, from Amfterdam to Surinam, detained by the Renown cutter. La Baline, ———, from Havre to l'Orient, prize to the Naiad. The Freun Brigetta, from Rotterdam to Bourdeaux, detained by the Naiad. The Planters, Wench, from Demerara to Amfterdam, detained by the Eagle Excife cutter.

L'Effronteur, French national lugger, of 14 guns, and ninety-two men, is captured by the Doris frigate, and carried into Plymouth. The Commander of the lugger and eight men were killed, and fourteen wounded.

The Factor, Hopper, from Demerara for Middleburg, is fent into Falmouth by the Gannet floop.

Le Vigilant, from St. Domingo for Havre, is taken by the Refolution cutter, and arrived at Falmouth.

The Druro, Compton, from Cadiz to Hull, has been on fhore on the Godwin, fince got off by the Deal boats without much damage, and arrived in the Downs.

The Jane and Mary, Barnard, from Virginia to Cadiz, is put back to Norfolk, in diftrefs; and the Lydia, Allen, from Virginia to Cadiz, is put into New York.

The Eliza, Delano, from New York to Belfaft, was loft the 23d of March, in Vineyard Sound.

The John and Edmund, of Briftol, laden with ftaves, was feen without any perfon on board, and nearly full of water, on the 29th of May, by the Marquis of Ely Eaft Indiaman.

The Sandwich, Williams, from Carnarvon for London, is loft on the Godwin. Crew faved.

La Sybelle French frigate, of 36 guns, from St. Domingo, is taken by the Channel Fleet, who have likewife captured la Francaife French frigate, of 36 guns, from the fame place, and fent them into Plymouth.

The Two Friends, Martens, from Amfterdam to Surinam, is fent to Sheernefs by the Raifonable man of war.

The Mary Ann, Morell, from Martinico to Antwerp, is captured by the Polecat and Star Dover Boats, and Lark lugger, and fent into the Downs.

The Olive Branch, ———, from Barcelona to Amfterdam, is fent into Portfmouth by the Diamond frigate.

La Providence, Wouterfen, from Charlefton to Oftend, is captured by the Topaz frigate, and fent into Portfmouth.

The Pearl, Flournefs, from Norway to Bourdeaux; and the Paquette (French fhip), from Lisbon to Havre, are fent into Portfmouth.

The Providence of Cherbourg, from Cette to Havre, is fent into Portland Roads by the Long Dog cutter.

The Favorie, ———, from Tobago to Dunkirk, is fent into Plymouth, by the Sea Gull floop of war.

L'Aimable Victoire, ———, from Martinico to Havre, is fent into Plymouth by the Acafto frigate.

The Minerva, Brandt, from Demerara to Amfterdam, is fent into Plymouth by the Boadicea frigate.

The Vrow Elizabeth, Probett, from Surinam to Amfterdam, is fent into Falmouth by the Active cutter.

The Snow Margaretta, from Cette to Antwerp; the Jorg, Wyk, Smidt, from Barcelona to Amfterdam; and the Guftava, Widen, from Barcelona to Dunkirk, are fent into Plymouth by the Acafto frigate.

The Vrow Elizabeth, ———, from Batavia to Amfterdam; and the Johanna Catharina, from Demerara to Amfterdam, are fent into Plymouth by the Boadicea frigate.

The Juffer Bregetta Caars, Cornelis, from St. Ube's to Konigsburg, and the French brig Rebecca, from Lisbon to Breft, are taken and fent into Plymouth by the Ruffel man of war.

La Calypfo, Lafcallier; and Freres, Colembemur, from St. Domingo to Havre, are taken by the Providence Revenue lugger, and fent into Scilly; the former is on fhore there, and likely to be loft. The Jong Ary, Wyden, from Lisbon to Rotterdam, is alfo fent in there by the fame lugger.

A brig with fmall arms from Cherbourg; a French brig from Rochfort, and a Dutch galliot, with timber, are fent into Portland Roads by the Hind cutter.

A brig, with copper, valued at 25,000l. is taken by the Liberty cutter.

La Julie, of Havre, is burnt at St. Domingo.

The Intrepid, of Jerfey, and feveral Englifh veffels, are embargoed at St. Maloes.

The Sally, of London, Home, bound to Demerara, is totally loft near Anguftura, on the Spanifh Main.

The prize made by la Petite Renommee privateer, of Guadaloupe, of the Nymph, James, from Briftol to St. Croix, which fhe cut out of St. Kitt's Road, and carried into Gaudaloupe, has been declared null.

The Wafhington, Gibbs, arrived in the Clyde from Virginia, paffed on the 29th of April, in lat. 40. 6. long. 62. 42. the brig Maria, of Plymouth, fuppofed to have been wrecked, as no perfon was feen on board.

The Old Tom, of Philadelphia, is carried into Hampton Roads water-logged.

The Virginia, Danby, from London to New York, is loft to the fouthward of Sandy Hook.

The Aftrea (whaler, of London), Cowan, is loft on the Ifland of Defolation. The Captain and feveral of the crew drowned.

The following veffels are detained and fent into Plymouth, viz. Patrioten, Helman, from Nordkeoping to France; Coffee Baum, Hanfen, from Surinam to Amfterdam; Meyferg, Berg, from ditto to ditto; Johanna Maria, ———, from ditto to ditto; Jan Frederick, from ditto to ditto; Endracht, Groot, from Cadiz to Amfterdam; Neutralititen, Uxmary, from ditto to Antwerp; Sarah Maria, Poohnan, from Berbice to Amfterdam; John Berend, from Lisbon to Amfterdam; Jan Jacob, from Venice to ditto; Venus, Davis, from Mentone to Hambro'; Morning Star, from Lisbon to Amfterdam; Jong Bakke, from Oporto to ditto; Planter's Luft, from Demerara to ditto; Vrow Yantjee, from Cette; Luft Ruft, from Surinam to Amfterdam.

The following veffels are taken and fent into Plymouth, viz. Prudence, ———, from Cette to Havre; Double Alliance, ———, from ditto to Dunkirk; la Mere de Famille from Marfeilles to Havre; Jeune Caroline, from Tobago to Dunkirk; Impatiente corvette, from Sierra Leone to Rochelle; Mentor, ———, from St. Domingo to Havre; Concord, from ditto to ditto; Prudence, Rojen, from Cette to France; a French brig from Havre to Breft; a French cutter privateer, with two guns, fmall arms, and twenty-fix men.

La Sappho, ———, from St. Lucie to France, is taken by l'Aigle frigate, and fent into Portfmouth.

The Henriette, Jager, from China to Amfterdam, is fent into Yarmouth by the Lapwing frigate.

A French Weft India fhip is carried into Weymouth by the Brilliant privateer.

The Overnien, De Vrus, from Demerara to Amfterdam; and the du Catharina, from St. Ubes to Holland, are detained and fent into Penzance.

The la Dame Adelaide, from Martinique to Havre, is taken and fent into Falmouth.

The de Reitbergen, from Bayonne, and the Vrow Juliana, from Bourdeaux, are detained and fent into Yarmouth.

Le Bon Pere, Lambert, from Martinique to Havre, is taken and fent into Guernfey.

The Fame, ———, from New Orleans to Havre, is fent into Guernfey by the Kite floop of war.

The fchooner John, Maller, from New Orleans to Havre, is fent into Portfmouth by the Blanche frigate, who has drove a French privateer on fhore on the coaft of France.

The Succefsful Nancy, ———, from Waterford, upfet in the dock at Liverpool, and the cargo much damaged.

The Economy, Trott, coal-loaded, has been captured by a cutter privateer, off Cromer, retaken by the Nyfus pilot cutter, off Loweftoffe, and arrived at Yarmouth.

The Onderneeming, Brant, from Berbice to Amfterdam, is detained and fent into the river by the Vixen brig.

The Lord Nelfon, Bateman, from Oporto to Liverpool, is loft at Teneriff.

The following veffels are fent into Plymouth, viz. la Terefa, from Martinique; la Nymphe, from ditto; Vreede, from Malaga to Lubeck; Zaam Stroom, from Smyrna to Amfterdam; Vrow Emerinta, Baker, from ditto to ditto; Nordftern, from Alicant to Havre; Anna Sophia, from Surinam to Amfterdam; New Euphrates, Engleman, from ditto to ditto; l'Efperance, from Guadaloupe; le Neptune,

from Marseilles; la Paix, from Cette to Havre; l'Aigle, from the Isles of France to Bourdeaux; le Chasseur, from St. Domingo to l'Orient; Eglintoune, Hamilton, from Demerara to Rotterdam; Bon Adventure, from St. Domingo to Havre; les Trois Freres, from ditto to Bourdeaux; Petronelle, from ditto to Havre; Goede Verwagting, from Barcelona to Embden; Jeannie, from Brest; de Vriede, Stringle, from Cadiz to Amsterdam; two French luggers, in ballast; Twee Gesusters, from Seville to Amsterdam; and two French fishing-boats.

The London Packet, Brown, from Virginia to Guernsey, was taken off the Eddystone, the 6th of June; retaken the same day by the Boadicia frigate, and sent into Plymouth.

The Anna and Lucia, ———, from Surinam to Amsterdam, is sent into Penzance.

The Maarysluys Walvareen, from Cette to ———; the Resolution, Wildboar, from Surinam; the Jonge Vrow Marie, Johnson, from Curacoa; the Aurora, Henrickson, from Toulon (the two latter from Amsterdam); and a French lugger from Newfoundland to Dieppe, are taken and sent into Falmouth.

The brig Jonge Vrow Marie, Johnson, from Curacoa to Rotterdam, has been detained by a Liverpool letter of marque, and since sent into Falmouth by the Gannet sloop of war.

A French national brig, of 14 guns, from St. Domingo, has been burnt by the Russell man of war.

The American ship Thames, with wine and cotton, is sent into the Downs by l'Immortalite frigate.

The Vrow Jantjen, ———, from Elbing to Ostend, is sent into Yarmouth.

The Diana, Runke, from Demerara to Rotterdam; and the Nile, ———, from Cette to Havre, are sent into Guernsey.

The Golden Grove, M'Kirdy, from Halifax to the West Indies, is totally lost.

The Johan Frederick, Glander, from Stettin to London, was lost the 9th of May, near Schilling.

Two large French lugger privateers, with about seventy men each, were off the North Foreland about six hours on Monday evening, and captured a brig laden with timber, bound to London.

The True Briton, Smith, from Liverpool to Rotterdam, was prevented from going to Holland by his Majesty's ships, and is returned to Liverpool.

The Happy, Captain England, from Wilmington to Liverpool, is lost near Waterford.

The Resolution, Way, sailed from Newfoundland in January last, and has not since been heard of.

Captain Thomas, of the Cecilia, saw a large ship dismasted off the Cape of Good Hope.

The following vessels are sent into Plymouth, viz. la Zephyr, from Charleston; la Mere de Famille, from Guadaloupe; les Amis, from Cayenne; la Dame Cherie, from St. Domingo; the Fidelidade, from New Orleans; the Friendschap, from Amsterdam, all bound to Bourdeaux; the Ocean, from Cette to Amsterdam; the Nederland, from Alicant to Middleberg; a French cutter privateer; the Industria, Paulson, from Carthagena; la Paulina, from Havre to Martinique; la Victoire lugger privateer; Juffrow Braak, Corneis, from St. Ube's to Koninsberg; and the Charles, from Rouen to Rochfort, making eighty-seven sail, arrived at that port, taken or detained since the 19th of May.

The following vessels are sent into Portsmouth, viz. the Martin Condigo, George, from Bourdeaux for Petersburg; Marie Virge de la Garde, from Cette; Euphrosyne, from St. Domingo; Esperance, Anderson, bound to Amsterdam; Catherine, Rosindale, from Leghorn; Margaretta Elizabeth, from ditto; Cherites, from Genoa to Havre.

La Bonne Mere, ———, from Port-au-Prince to France, is taken and sent into Cork by the Caroline frigate.

L'Aimable Sophie, ———, from St. Domingo, is taken by the Thunderer man of war, and sent for Plymouth.

La Marie Rose, from Cayenne; l'Amitie, from St. Domingo, both bound to Bourdeaux, are taken and sent into the Downs by l'Aigle frigate.

The Vrow Anna (Prussian), Boerma, and the Seven Vrunden (of Papenburg), both from Rotterdam to London, are detained and sent into Harwich.

The Die Frau Sciling, Deetjen, from Bourdeaux; the William and Ariadne, ———, from Riga, for Amsterdam, and five Dutch fishing vessels, are sent into Yarmouth.

The Oughton, Stewart, of Glasgow, was drove on shore at Charleston, the 15th of May, but is expected to be got off with little damage.

All the British shipping at Leghorn sailed from that port the 2nd of May, under protection of two British frigates, supposed for Malta.

The following vessels are sent into Plymouth, viz. The Yda and King, Sjoerds, from Marseille; Mary Ann, from Virginia; Bon Succes, ———, from St. Domingo.

The Huffnell, ———, from Toulon to Rotterdam, is sent into Portsmouth.

The Louisa lugger, with spirits, has been taken by a French privateer; retaken by the Arrow sloop, and sent into Portsmouth.

The Vrundchap, Kleir, from Liebau; the Twee Gebroeders, Pronk, from Rotterdam for London; and four Dutch fishing vessels, are sent into Yarmouth.

The Dolphin, Borgman, from Alicant for Rouen, is sent into Falmouth.

The Lovely Cruiser, Glendening, from Harwich and Lessoe, is arrived at St. Petersburg with part of the cargo of the Jean, lost at the latter place.

A privateer belonging to St. Maloes, has taken an English vessel and carried her into France.

The brig Sunderland, laden with timber, is taken by l'Impromptue privateer of Boulogne, and arrived at Ostend the 7th of June.

The Jane and Sarah, ———, from Baltimore to Lisbon, put into Norfolk the 9th of May, to repair damage received by lightning.

The L. L. from Martinique and Guadaloupe to Antwerp, is lost at Montserrat.

A ship, ———, of 300 tons, from Cette to Rouen, is taken off Ushant by the Laurel privateer, and sent to Liverpool.

La Milomane, ———, from St. Domingo to Havre; Cornelius and Maria, from Batavia to Amsterdam; Lovina, of and from New York to Amsterdam, are sent into Plymouth.

The Valligheid, Bore, from Dantzic; a Dutch fishing vessel; a Dutch boat cut out of Helvoet; and the After Stetting Elde, from Riga for Amsterdam, are sent into Yarmouth.

L'Inabordable schooner, and la Commode brig, each carrying three twenty-four-pounders and one eight-pounder, are the vessels taken and carried into the Downs and Dover, by our cruisers on the coast of France.

The Minerva hired armed cutter, captured on the 19th of June off Beachy Head, the Gabrielle French privateer, with small arms, and sixteen men, belonging to Fecamp; and retook the Glory, Balfour, from London for Bristol, with timber, and sent both into Dover.

The American brig Peggy, Peter, from Virginia to Havre, is sent into the Downs by the Ranger sloop.

L'Espiegle French lugger privateer of St. Maloes, with small arms, and twelve men, was taken on the 15th of June, by the Eling schooner, off Cape Frehel, and sunk the next day by accident.

La Rosamond, ———, from St. Domingo, is taken by the Thunderer man of war, and sent into Torbay.

The Barbara and Isabella, from Copenhagen, is detained by the Clifton schooner, and sent into Belfast.

The Resistance frigate was lost the 31st of May on the rocks near Cape St. Vincent.

Le Courier de Terre, Neuve, of St. Maloes, has taken a vessel of 300 tons, laden with tobacco, rum, &c.

The Westmoreland (privateer), Chapman, master, from London, is lost on the Godwin Sands. People saved.

L'Aimable Sophie, from St. Domingo; la Colombe corvette, of 16 guns, from Martinique; and la Sirene, ———, from St. Domingo, are sent into Plymouth.

The Gosport, Chamberlain, from Virginia, is detained in the Downs.

The Nordlicht, ———, of and from Hambro' to Bourdeaux; and a Danish galliot, from Hambro' to Malaga, are detained and sent into Poole, by the Marianne privateer.

The neutral brig Diana, laden with wood, bound to Rouen, got on shore the 12th of June, near Boulogne, and it is feared will be lost.

The Marinus, Wate, from Liverpool to Hambro', is put into the Humber.

The Nostra Senora del Carmen, Fernandès, from Havannah to Liverpool, put into Charleston the 10th of May, leaky, and a great mortality in the crew.

The Delight, ———, from Sunderland to Margate, was captured by le Chasseur privateer, of Dunkirk, and carried into Flushing, the 3d of June.

The Brothers, Hall, from New York, ran foul of the Union privateer in going into Liverpool, and sunk her.

From French papers.

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Leghorn, 1st of June. A French privateer has taken a large English vessel with a valuable cargo. An English vessel of 600 tons is seized in our road.

Genoa, 4th. Two English vessels laden with grain, are said to be taken by a French privateer in Leghorn road.

L'Uranie French frigate has taken an English vessel of eight guns and twenty-six men.

The English vessel, John, from la Trinite, is taken by l'Intrepide.

An English polacre, from Damietta (out forty-two days), is captured by a French privateer.

[*To be continued.*]

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